



Hongkong Daily Press.

ESTABLISHED 1857

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No. 20,077 號七十七零萬二第 日七初月九年戌壬 HONGKONG, THURSDAY, OCTOBER 26TH, 1922. 四拜禮 號六廿月十年一十國民華中 PRICE, \$3 PER MONTH

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7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 15 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.00 p.m. every 20 minutes
11.15 p.m. to 11.45 p.m. every 15 minutes

SATURDAY.
Extra Car—12 midnight.

SUNDAYS.
7.00 a.m. to 9.30 a.m. every 15 minutes
9.30 " " 11.00 " " 15 " "
11.15 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 4.00 " " 15 " "
4.00 " " 8.10 " " 20 " "

NIGHT CARS.
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11.45 p.m.

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TIME-TABLE

On and after FRIDAY, SEPTEMBER 15th, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS											
Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
CANTON (Taichang)	dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Shum Chai	dep.	7.35	8.05	8.35	9.05	9.35	10.05	10.35	11.05	11.35	12.05
Shum Chai	arr.	7.40	8.10	8.40	9.10	9.40	10.10	10.40	11.10	11.40	12.10
Shum Chai	dep.	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15
Shum Chai	arr.	7.50	8.20	8.50	9.20	9.50	10.20	10.50	11.20	11.50	12.20
Shum Chai	dep.	7.55	8.25	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25
Shum Chai	arr.	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30
Shum Chai	dep.	8.05	8.35	9.05	9.35	10.05	10.35	11.05	11.35	12.05	12.35
Shum Chai	arr.	8.10	8.40	9.10	9.40	10.10	10.40	11.10	11.40	12.10	12.40
Shum Chai	dep.	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45
Shum Chai	arr.	8.20	8.50	9.20	9.50	10.20	10.50	11.20	11.50	12.20	12.50

Will stop at Taipo and Sheungshui, except on Sundays and Public Holidays, for First-Class Passengers on Notice being given to the guard at Kowloon.
Will stop at Taipo and Sheungshui for first class passengers on notice being given to the guard at Kowloon.
SHA TAU KOK BRANCH.
a.m. a.m. p.m. p.m.
Shum Chai dep. 7.45 11.20 1.30 5.30
Shum Chai arr. 8.40 12.25 3.15 7.15
Shum Chai dep. 8.45 12.30 3.20 7.20
Shum Chai arr. 9.40 1.30 4.15 8.15
The Railway Administration do not guarantee that the times mentioned in this table will connect with the trains as shown.
Further information may be obtained at the Railway Offices, Kowloon, from Messrs. Thomas Cook & Son, Hongkong, or from The American Express Company, Hongkong.
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Chuzenji (Nikko)	Kyoto	Nagoya	Shimonoseki	San-ryo	Shiratsubo	Daijokwan	Tokyo	Imperial	Tokyo Station	Trakji Sanyokan	Grand Hotel
Lake Hotel	Kyoto Hotel	Nagoya Hotel	Shimonoseki	San-ryo	Shiratsubo	Daijokwan	Tokyo	Imperial	Tokyo Station	Trakji Sanyokan	Grand Hotel
Kanazawa	Kyoto Hotel	Nagoya Hotel	Shimonoseki	San-ryo	Shiratsubo	Daijokwan	Tokyo	Imperial	Tokyo Station	Trakji Sanyokan	Grand Hotel
Kanazawa	Kyoto Hotel	Nagoya Hotel	Shimonoseki	San-ryo	Shiratsubo	Daijokwan	Tokyo	Imperial	Tokyo Station	Trakji Sanyokan	Grand Hotel
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Kanazawa	Kyoto Hotel	Nagoya Hotel	Shimonoseki	San-ryo	Shiratsubo	Daijokwan	Tokyo	Imperial	Tokyo Station	Trakji Sanyokan	Grand Hotel
Kanazawa	Kyoto Hotel	Nagoya Hotel	Shimonoseki	San-ryo	Shiratsubo	Daijokwan	Tokyo	Imperial	Tokyo Station	Trakji Sanyokan	Grand Hotel

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of the MEETINGS of the
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171

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IN A SUBMARINE. A LANDLUBBER'S VISIT.

[BY A CORRESPONDENT.]

In view of the large number of submarines at present in port, the following account of a landlubber's exploration of a British submarine will doubtless interest many readers.

Made the acquaintance, the other day of a "C.P.O." or "P.O." in the Royal Navy—not sure which he was, but in the Army the same markings on the plumage indicate a Corporal. The outcome (after "one or two" in the Naval Canton) was an invitation to "go down a submarine" and, being willing always to look at life from the other fellow's angle, the offer of guidance was gladly accepted. One half the world does not know how the other half lives, and it can only be concluded that it is merely because the fine young fellows now swimming our streets do not spend a great part of their lives actually on the submarines that they are as healthy as they are.

One has heard it said—it is probably a most inaccurate and unscientific generalisation, based on too short an estimation of the period required to develop new types—that the smaller stature of Lancashire people is due to hardships and privations during the Industrial Revolution. Submarines have not long been part of the environment of the human family: when they have, a special type of the *grains homo* may be expected to evolve, to live in them—a creature capable of rolling itself up in a ball like a sea-bug or accommodating itself to confined spaces like an internal parasite.

Internal parasite sounds horrid, perhaps, but living in a submarine must be the nearest modern equivalent of Jonah's trip in the "tummy" of the whale. A submarine has an outer tissue and framework of tanks, filled either with air or water, according as the vessel is to swim above or below the surface. The inhabitants dwell in a sort of long, tubular "digestive tract" which runs down the creature's centre. The spinal column is just above one's head; it also runs the whole length of the creature, has plenty of swivel joints and operates the "fins" (hydroplanes) by which the mechanical fish rises or dives.

The creature receives its Jonahs by a convenient office in its back; its mouth does not absorb things—only expels them—and nasty things, too, if one happens to come your way. The "secreting gland" is a chamber just behind the nose of the submarine, where spare torpedoes are kept. Creeping amidships, the guide indicates a space into which an office roll-top desk simply would not go, and remarks, "Eight of us sleep in here." A tube, one foot in diameter sprouts through the centre of one bunk space; the occupant has to put one leg on each side of it and wake up and re-wind himself if he wants to turn over. The disposition of the others is: four on four shelves that almost touch; one on the mess table and two on the floor.

"What about ventilation?" A supply of fresh air is passed through twice a day. "Any fans at night?" None. "Temperature?" Ninety to 120 degrees, according to circumstances. What a life!

The next section of the central tract is occupied by the officers; they have two-thirds of the width: the other third forms a gangway past the officers' quarters and contains a few trifles like the wireless set and much of the principal operating gear. Within a foot or two, at either end, are quarters of the crew so privacy, even for officers, is only relative on a submarine. "Have you a private chapel on board?" one felt inclined to ask, only the question would probably sound too silly to the dweller in this strange place. For the next compartment was arranged like the choir stalls of a Cathedral, in miniature; two long rows of stalls facing one another, and each with its miserable seat too small for any monk to sleep on during service time.

It turned out to be the engine room, "dedicated" only to the modern god of speed. The "state" were steps to climb on with an oiler, the choir stalls, in operation, pop up and down after the manner of internal combustion engines. The works of a couple of dozen motor cars were here set out in two precisely similar rows. And behind that was the electrical motive plant; for, when a submarine dives, she cannot spare any air for fuel engine and works on electricity.

(Continued at foot of next column.)

EXCHANGE CONTRACT ACTION.

THE BROKERS MAY BE RE-CALLED.

The hearing of the exchange contract action brought by the Bank of Canton against the British Chinese Trading Co., owned, by one Chin Tin Cho, was continued yesterday.

The Puisne Judge (Mr. J. R. Wood) gave his ruling as to the plaintiff's application for production of documents which was discussed at the end of the previous day's sitting. The Judge said that, as to Mr. Jenkin's request for production, he had looked into the matter and could find no way of compelling defendants to produce the documents at this stage.

Mr. Alabaster said they were prepared to produce the cable, as an act of grace, and without admitting its relevance. With regard to the other documents, they were not in defendant's possession. In re-examination, the defendant said that Xavier, his manager, had two letter books of his own, and, when the firm closed down, Xavier took away those letter books and correspondence from his own clients.

Mr. Alabaster: We have been looking for the letters Mr. Jenkin wants and cannot find them.

Mr. Jenkin: I must protest against a statement being made like that. Only the witness can make it.

The Judge: Mr. Alabaster is entitled to make a statement, surely.

Mr. Jenkin: No. He refuses to produce but he cannot say the letters do not exist without allowing me to look through the books and challenge the statement.

The defendant's clerk next gave evidence and a great many accounts were given by him of conversations and dealings between Chin Tin Cho and the brokers already called. The clerk said he definitely told one exchange broker that Xavier had no power to make a contract. It was objected that these statements had not been put to the brokers in cross-examination, when they gave evidence that they had never seen Chin Tin Cho but only dealt with the manager, Xavier.

The Judge asked Mr. Jenkin to inquire whether the brokers were still available to be recalled, if required.

The hearing then concluded for the day.

THE "SUI YICK" PIRACY. SENTENCES OF TEN YEARS' IMPRISONMENT IMPOSED.

The *Sui Yick* piracy case concluded, after a hearing of two and a half days, shortly before two o'clock yesterday afternoon, the midday adjournment being dispensed with.

All four prisoners were found "guilty" and were each sentenced by the Chief Justice to ten years' imprisonment.

Electricity is derived from the submarine's nervous system. The floor of every section of this central tract is paved with accumulators—three hundred and thirty-three in all, each weighing a hundredweight and a half. Their square lids and sunken iron handles form a regular pattern of parquetry on the floor throughout the interior. The moment the submarine is to dive, the central oil-fuel engine chamber is silenced and the dynamo in the next chamber operates, drawing their power supply from the accumulators. When the vessel comes to the surface again, the oil engines resume and re-charge the accumulators.

It is good for a taxpayer and will spur him to activity in the cause of the "L.O.N." to visit a submarine. They must cost more, per cubic foot, than any other craft, for their interior is a bewildering medley of taps, tubes, dials, switchboards, indicators, all packed as closely together—almost—as the organs of the human frame. Glancing into a tiny cupboard, amidships, something was observed to move. It uncurred itself and proved to be the submarine's wireless operator, with ear pieces complete. Such are the wonders of wireless that the young man was spending a "pleasant Sunday afternoon" picking up Mr. Lloyd George's speech at Manchester from a wireless station in Oxfordshire! Dreadful thought, that the whole world should be encircled with the gibes at Lord Gladstone and the story of the man fumbling with the piece of string. If all the interferences of boundless space are to be filled with their creations it ought to be an incentive to politicians to speak only the words of soberness and wisdom.

ALLEGED FRAUD ON A JEWELLER. PASTE SUBSTITUTED FOR GENUINE PEARLS.

According to the story of a jeweller in Queen's Road West, paste pearls were substituted for real ones by a simple trick practised by two callers on Monday.

Two well dressed Chinese called and asked to see some loose pearls. The master of the shop showed them a tray full. The men examined the pearls and selected three, worth \$300, which they put aside. Then one of the men asked the shop master for some writing materials. The master thinks that while he went to get these, the visitors substituted three false pearls for those they had selected. When the master returned, the bargaining for the pearls was resumed, but eventually the visitors departed without buying any, declaring that the price was too high. Replacing the pearls, the shopkeeper's suspicion was aroused by the "feel" of them and closer examination showed that they were paste imitations. The master rushed about after the men, and overtook them. They took the charge of their very coolly and declared themselves ready to be searched in order to establish their innocence. They returned with the master to the shop and submitted to a thorough search in which several of the shop's pearls took part, but no pearls could be found. The shop master, in the circumstances, had no option but to allow the men to depart. They then manifested great indignation and created a scene, which drew a crowd to whom they denounced the shop keeper for his "foolish accusation against respectable citizens."

The shop master, however, is convinced that the men passed the pearls to a confederate who made off with them. He has communicated with the police and all the pawnshops and jewellers' shops have been circularised and told to be on the watch.

SPORT. CRICKET.

HONGKONG C.C. 2nd XI. v. C.R.C.

The following side will represent the Hongkong Cricket Club 2nd XI. v. Chinese Recreation Club at Causeway Bay on Saturday, the 28th inst., at 2.15 p.m. sharp:—J. D. Crawford, W. W. Mackenzie, G. H. Piercy, W. Galloway, D. E. G. Nicholson, H. Spicer, H. E. Hollands, D. B. Peat, M. M. Watson, J. D. Humphreys, F. H. Pentecost.

WORLD THEATRE.

"A Kiss in Time," the picture that is now being shown at the above theatre, is one that should not be missed. Dainty Wanda Hawley takes the role of the romantic young lady looking for a cave-man lover, and Chunky Walter Heirs impersonates the Correspondence School Detective. The story runs as follows:—Sheila Athlone, an artist, piques Brain Moore, a writer, whom she does not know, when she tells a publisher she will not illustrate Moore's story because its plot is absurd. No self-respecting girl, she argues, would kiss a man she had met only four hours before. Moore sets out to kiss her within four hours after meeting her. Robert Codman Ames, a Bostonian of the Bostonians, is her lover. His gentle kiss on her brow does not appeal to her. Ames sets Bertie Ballast, an embryo Sherlock Holmes, to watch her. Moore poses as a butcher, inveils Sheila and induces her to go with him to see an orchard. His amatory advances are repulsed with scorn until he risks his life to rescue a child in an explosion of gasoline. Before he wins the kiss and the girl, incidentally—the two of them are pursued by her fiancé and the amateur Sherlock from the orchard to a private dining-room, in a hotel.

DISORDERLY SOLDIERS AND CANTON CINEMAS.

That things are not so settled in Canton as those in power would have us believe may be gathered from the repeated disturbances which take place in the local cinemas and theatres. Gangs of soldiers, we are informed, force their way into these places and occupy the best seats, often molesting any women patrons who may be there. Even when their regiments and names are known and reported to the military authorities, no steps appear to be taken to reprimand or punish the culprits. Consular protests seem to be entirely ignored. One theatre, in particular, has now been closed for more than fifteen months and has, on at least two occasions, been seriously damaged by armed rowdies, but, although the place is foreign-owned, there has been no effective intervention. If the present party in power want to convince their European neighbours that they are in earnest in effecting the various projects for which they are seeking capital they cannot do better than begin by establishing order in their capital city.

RECENT BOMB OUTRAGES IN CANTON. A FOREIGN DOCTOR UNDER ARREST.

Dr. Lew Yuk Lin, Commissioner of Foreign Affairs in Canton, is engaged in making inquiries into the antecedents of a Dr. M. de Colbert, who has been serving recently as a physician at the Min Kuo (Republic) Hospital at Canton, but was arrested on the 10th inst. as a suspect in connection with a series of bomb outrages in the city. Dr. Colbert claims to be of German nationality, but is not recognised as a German by the Canton German community. For a time Dr. de Colbert was with the Red Cross Corps of Dr. Sun Yat Sen's Northern Expeditionary Army. He has a wife and three children in Canton, living in the hospital quarters.

In all six bombs were thrown in various places, on the night of October 19th. One thrown at a Chinese newspaper Office in Tai-chat-po at 7 o'clock in the evening did considerable damage to the building and to surrounding property resulting in the death of one man and two girls, and in wounding seriously nine other persons. The bomb in this case is said to have been thrown by a young man, dressed in European clothes and accompanied by a boy.

Other outrages took place at the Oriental Hotel, the Western Hotel, and the Hotel Asia, all along the Bund. In almost every case, a young woman took a room and left before the explosion occurred. She carried only a small bag with her and was sometimes accompanied by an attendant. No serious damage was done to the hotels. One bomb which exploded at Sing Kow, 25, the Bund, wounded four persons while another bomb near East Bridge injured a boat woman and a girl.

THE CANTON LOAN. GOVERNMENT NOTE CIRCULATION LIMITED.

The *Canton Times* of the 24th inst. says:—

The Provincial Assembly of Kwangtung, through its special committee, will begin to-day auditing the note circulation of the Provincial Bank of Kwangtung, the financial agency and special depository of the Canton Government. This action, and the establishment of a commission of assemblymen and representative citizens to supervise Government expenditure from the proceeds of the proposed \$2,000,000 7½ per cent. bonds of 1922 of the Provincial Government of Kwangtung are some of the conditions on which the Assembly approved of the issue on October 20th.

As generally reported, the issue of this bond will be undertaken by the Anglo-French-China Corporation at London whose agent, Mr. G. L. Brander, is now on his way home to arrange for this, which will be done through the Liverpool and Martins Banks. The revenue of the wine and tobacco taxes has been designated as security for the loan, and any shortage will be met by the Bureau of Finance of the Canton Government. The term of the loan will be ten years, first payment of principal beginning first half of the fifth year. This loan will be available within 30 days, when first instalment of \$500,000, shall be made, the balance coming within six months, another \$500,000, 60 days after signing and confirmation of the agreement. The purpose of the loan is to improve the present Government Mint, to purchase bullion for the coining of silver, and to create a reserve for the Government banknotes. The bondholders through the Anglo-French Corporation will nominate an auditor and an assayer to supervise the expenditure of the loan proceeds to assure that it will be devoted to the purposes agreed to. Materials for the mint improvement and bullion are to be bought from England and through banks specially designated.

It is stated in the *Canton Times* that the \$2,000,000 currency reform or improvement loan recently concluded between Mr. G. L. Brander of the Anglo-French-China Corporation and the Canton authorities did not come to British official notice until an agreement was deposited the other day with the Canton British Consulate-General for record.

KWANGTUNG PROVINCIAL BANK.

PROPOSED INCREASE OF CAPITAL.

It is reported in the *Canton Times* on the reputed authority of General Chen Ching Ming that some twenty million dollars will be available from the \$2,000,000 for strengthening the position of the Provincial Bank. About fifteen million dollars may be used as reserve for the Bank. The Bank will be reorganized as a semi-Government bank with a total capital of thirty million dollars, the Government and the public each taking fifteen million dollars in shares. In order to further strengthen the Bank, a man well versed in western methods of banking will be appointed as manager, while the assistant manager will be appointed by the General Chamber of Commerce. A superintendent will also be appointed by the Government Branch. Offices will be established in Hongkong, Shanghai and the Straits Settlements.

WEDDING PRESENTS.

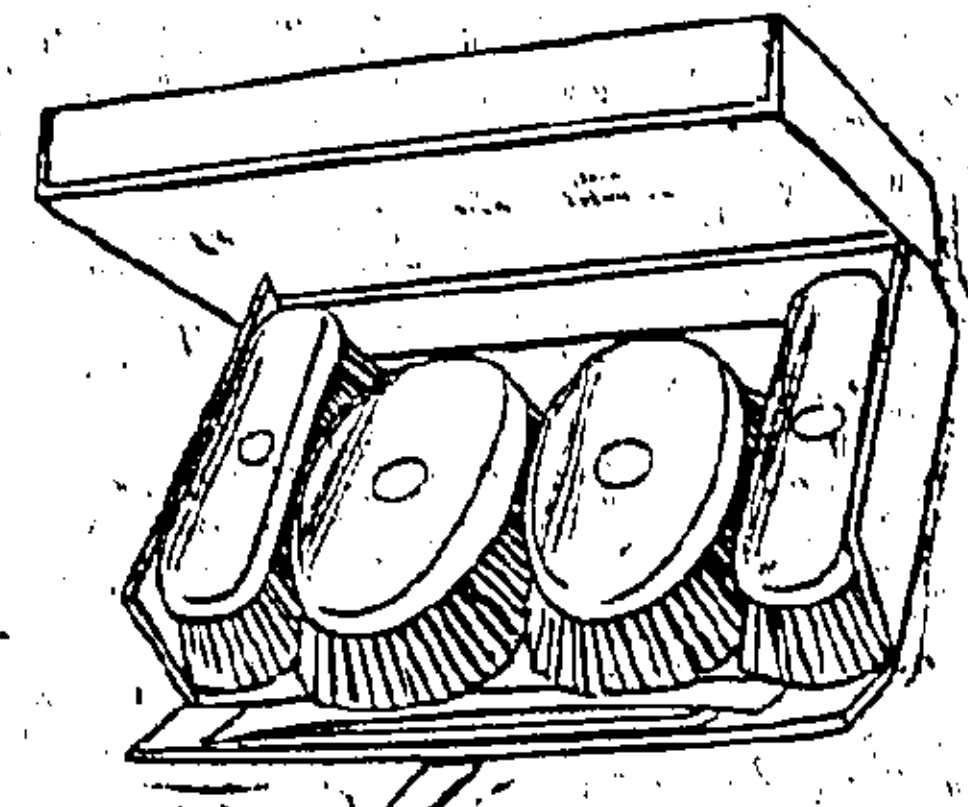
SUGGESTIONS IN SILVERWARE.

By MAPPIN and WEBB'S.

ASPARAGUS DISHES.
BISCUIT BOXES.
CAKE BASKETS.
CALENDARS.
PHOTO FRAMES.
CIGAR BOXES.

CONDIMENT SETS.
CHAIN BAGS.
BUTTER DISHES.
NUT DISHES.
CUTLERY CANTEENS.
TOAST RACKS.

REFINED
AND
DISTINCTIVE



ENGLISH
AND
EXCLUSIVE

MEN'S HAIR BRUSHES.

COCKTAIL SHAKERS.
SALAD BOWLS.
FLOWER VASES.
ROSE BOWLS.
SAUCE BOATS.
SPIRIT FLASKS.
ENTREE DISHES.

CLARET JUGS.
NUT DISHES.
SWEET DISHES.
LIQUEUR TOTS.
KETTLES & STANDS.
FISH CARVERS.
HORS D'OEUVRE DISHES.

INSPECTION INVITED.

LANE, CRAWFORD, LTD.



PACKING LANE, CRAWFORD, LTD.

COLUMBIA RECORDS

"COAL
BLACK
MAMMY"
AT
ANDERSON'S.

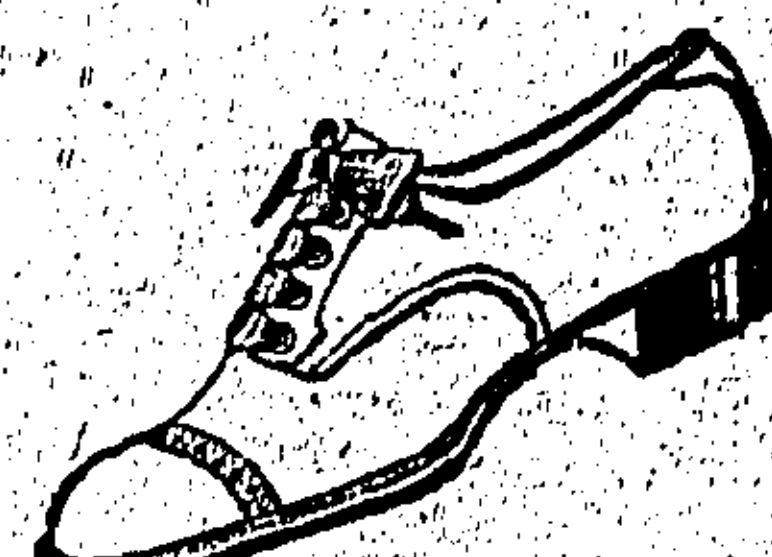
Powell

TELEPHONE C. 3146.

JUST A LITTLE BETTER.

This is the reputation that "Keltie" Shoes uphold over their rivals. They are second and genuine from lace to sole. New stocks just unpacked in all leathers. Price from \$18.50.

THE LATEST FOR
DRESS WEAR,
WALKING,
SHOOTING,
GOLF,
ETC.



We are all agents for
"SAXONE" FOOTWEAR.
Call and inspect the new
models of "Keltie"
and "Saxone" at
10, ICE HOUSE ST.

NEW ADVERTISEMENTS

THE HONGKONG JOCKEY CLUB.

THE First Lot of 40 Subscription Grifflins are due to arrive on SATURDAY, 28th OCTOBER. They will be drawn for at the Hongkong Jockey Stables on SUNDAY, 29th inst., at 5 P.M.



IN accordance with Regulation 118 of the Traffic Regulations 1920, the Public are hereby notified that, on and after the 25th day of OCTOBER, 1922, that portion of the Aberdeen—Repulse Bay Motor Road between the Brick Works and the Eastern End of Deep Water Bay will be closed to Traffic between the hours of 1 A.M. and 6 A.M.

NOTICE.

TAKE NOTICE that on the 1st NOVEMBER, 1922, the "PACIFIC STEAMSHIP COMPANY" will change their name to "THE ADMIRAL ORIENTAL LINE, INC." under which latter name the business will be continued as heretofore.

NOTICE.

NOTICE IS HEREBY GIVEN that by an assignment dated the 7th day of OCTOBER, 1922, made between CHENG HOK CHAU (曾國祿) and CHAN PO CHEI (陳錦陳) carrying on business as the HUNG CHEONG FIRM (鴻昌號) of the one part and LI WING TANG (李榮堂) of the other part for the consideration therein mentioned the business of the HUNG CHEONG FIRM of No. 30, Nathan Road, Kowloon, in the Colony of Hongkong, Comprolators, Store-keepers and Wine and Spirit Dealers has been assigned to the said LI WING TANG. The debts and liabilities of the said HUNG CHEONG FIRM prior to the said 7th day of October, 1922, will be paid by the said CHENG HOK CHAU and CHAN PO CHEI and they will collect the book debts owing prior to that date. The said LI WING TANG is in no way responsible for the debts and liabilities of the HUNG CHEONG FIRM prior to the 7th day of October, 1922. The business of the HUNG CHEONG FIRM as from the 7th day of October, 1922, will be carried on by the said LI WING TANG.

李榮堂
(LI WING TANG)

TRAVELLERS' HAMPER.

CONTAINING a dozen Comforts for the Voyage, packed ready for immediate delivery. We have Eight Different Assortments in Stock from \$3.00, Hongkong currency, per Hamper, but any Special Assortment can be made up within an hour of receipt of order.

Call, Write or Phone.

DONNELLY & WHYTE,
Wine Merchants,
2, QUEEN'S BUILDINGS.

Tel. 638. [1871]

New-Commodities of the well-known Vaffadit, Egyptian Cigarettes arriving monthly—Crown Prince, Non Plus Ultra, and Superfines.

For the Ladies—"DAMES" and "LA FRANCE."

For PRICES, WHOLESALE AND RETAIL, APPLY AT THE SOLE AGENTS—

HONGKONG CIGAR STORE.
SHIPS SUPPLIED OUT OF BOND.

[1458]

THE CORONET.
EAST LYNNE.

KOWLOON THEATRE.

5.45 AND 9.15.

SOLER DI FRANCO
AND PICTURES.

5.45—8.00 Cts.; 9.15—\$1.20.

INTIMATIONS

HONGKONG CRICKET LEAGUE.

THE ANNUAL MEETING will be held at the Pavillion of the Hongkong Cricket Club (by kind permission) on FRIDAY, the 27th inst., at 5.30 P.M.

H. H. TAYLOR,
Honorary Secretary & Treasurer.

[1864]

ROYAL HONGKONG YACHT CLUB.

OPENING CRUISE AND LADIES DAY.

THE COMMODORE and VICE-COMMODORE will be "at Home" to Members and their Friends at the Club House on SATURDAY, 28th OCTOBER, from 3 P.M. onwards.

Ladies' Sailing Races will take place and there will be a Howling Race for Scratch Fours.

By Order,
F. G. VAUX,
Hon. Secretary.

[1878]

THE HONGKONG JOCKEY CLUB.

THE FIFTH GYMKHANA is fixed for SATURDAY, NOVEMBER 18th, 1922. Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Club and Causeway Bay Stables.

Entries close Saturday, 4th November, 1922.

[1866]

CONSELHO DE ADMINISTRAÇÃO DAS OBRAS DOS PORTOS DE MACAU.

NOTICE.

IT IS HEREBY NOTIFIED that the calling for TENDERS for the Widening of the Marginal Wharves between the Hongkong Steamers Wharf, and the Large Ponte de Horta, announced to be opened on the 31st INSTANT has been postponed to 30th of NOVEMBER at 3 P.M. in Harbour Works Department (Estadão da Victoria) Macau.

Secretaria do Conselho de Administração das Obras dos Portos de Macau, 23 de Outubro de 1922.

BERNARDETO M. DA SILVA,
Pel. O. Secretário.

[1865]

NOTICE.

REFERRING to recent Press reports stating that the CANTON WATER WORKS have been nominated as one of the securities for the recent Loan of the Provincial Government we beg to make known to the Public the following declaration: The undermentioned Company being an organization founded and controlled by private individuals, without influence of any Government, authorities or Shareholders of the CANTON WATER WORKS, we beg to state that they do not recognise such dealing of their interests and protest on that account.

CANTON WATER WORKS CO.,
CANTON.

[1862]

6% FRENCH GOVERNMENT LOAN 1922.

PRICE OF ISSUE: FRs. 97.50
(Payable in cash exclusively).

FREE OF TAXES.

NO PRIZES.

NOMINAL VALUE: FRs. 500.00.

Reimbursable at holder's option, as follows:—

On the 25th of September, 1923 for FRs. 500.00.

On the 25th of September, 1927 for FRs. 507.50.

Subscription list will be closed on the 7th NOVEMBER, 1922.

Applications will be received by:—

THE BANQUE DE L'INDO-CHINE,
Princes Building, Chater Road.

V. MARBOT,
Manager.

Hongkong, 11th October, 1922. [1610]

CITY HALL.

MONDAY, 30th OCTOBER, 1922, 5.30 P.M.

I. PIANOFORTE RECITAL

BY

HARRY ORE

KINDLY ASSISTED BY

ERIC RICE.

BOOKING AT ANDERSON'S.

ADMISSION:—\$3, \$2, \$1.

[1852]

NOUS CHERCHONS.

DANS le but de fonder des succursales dans toutes les localités des personnes de n'importe quelle nationalité et profession. On ne demande ni connaissances spéciales ni capital ou dépôt. Gains environ 1000 à 2000 francs par mois. Ecrire: "COMPAGNIE D'EXPORTATIONS 'URANIA' A VALKENBURG (LIÈGE) HOLLANDE."

[1853]

AGENT WANTED.

YORKSHIRE Manufacturer of High Class Worsted & Wollen Piece Goods requires Agent for CUT LENGTH Trade in Hongkong. Unlimited support given to real live agent who can influence Business. Splendid range of New Styles for Men's and Ladies' Wear. Knowledge of Textiles an advantage.

Write stating experience to:—

THE AIREDALE MANUFACTURING COMPANY.

"Colonial Department," 27, King's Arcade, BRADFORD, YORKSHIRE, ENGLAND.

[1858]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1922.

With Index. Price \$750.

On sale at the Hongkong Daily Press

INTIMATIONS

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. H. G. THEYKEN is no longer Manager of our Hongkong Branch and has no further connection with this Company.

Dated the 23rd day of October, 1922.

LIGGETT & MYERS TOBACCO CO., CHINA.

[1854]

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. C. W. GAY is temporarily in charge of this Company's Hongkong Branch.

Dated the 23rd day of October, 1922.

LIGGETT & MYERS TOBACCO CO., CHINA.

[1853]

THE CHINA LIGHT & POWER CO.

(1918) LTD.

THE FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on THURSDAY, the 9th NOVEMBER, 1922, at 11 O'clock in the Forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 30th September, 1922, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 31st October, 1922, until THURSDAY, the 9th November, 1922, both days inclusive.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 18th October, 1922. [1840]

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

WE, W. S. BAILEY & CO., LTD. of Hongkong, Marine Engineers and Shipbuilders, hereby give notice that in consequence of change of ownership, we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894 in respect of the ship, launch or vessel "TAI WO" of Hongkong, official Number 128705 of register tonnage 1938 tons, heretofore owned by Messrs. BAILEY & CO. for permission to change her name to "BAILEY 3" and to have her registered in the new name at the Port of Hongkong as owned by W. S. BAILEY & CO., LTD.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong, this 21st day of October, 1922.

[1849] W. S. BAILEY & CO., LTD.

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

Situate

No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee,

PUBLIC AUCTION, IN ONE LOT

On THURSDAY,

The 2nd Day of Nov., 1922, at 3 O'CLOCK P.M.

By Messrs. LAMMERT BROTHERS' AT THEIR OFFICE, DODDLE STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION 2 of INLAND LOT No. 2166 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2166 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS, Solicitors,

8, Des Voeux Road Central, and

Messrs. LAMMERT BROTHERS Auctioneers.

[1287]

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.

Further details apply.

W. G. HUMPHREYS & CO.

[455]

J. B. LAL.

THE ABLE INDIAN PHYSICIAN FROM SINGAPORE.

is now ready to receive anyone who wishes to consult him on the following diseases, viz. Cold, Catarrh, Headache, Hemorrhoids, Ears, Giddiness, Toothache, Running of the Nose, Neuralgia, etc., etc., and

GUARANTEES TO CURE the above diseases in less than

TWO MINUTES.

I can cure all kinds of Eye diseases as well as other sicknesses and guarantee to cure radically.

\$1,000 REWARD.

A Reward of \$1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of any medicine.

The medicine is my own preparation.

Consulting charge ... \$3.00

Visiting Fee ... 5.00

Consulting hours 9 A.M. to 12 Noon.

3 P.M. to 6 P.M.

J. B. LAL,

No. 19, NATHAN ROAD, KOWLOON.

[1836]

INTIMATION

Burnett's

celebrated

London

Dry Gin

unique in character and flavour.

GIVES THAT DISTINCTIVE

EXCELLENCE TO

A COCKTAIL.

Blends excellently with

Watson's Stone Ginger

Beer.

SOLE AGENTS:

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

PHONE CENTRAL 616.

HONGKONG OFFICE: 10A, DES VOEUX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 26TH, 1922.

THE NEW BRITISH MINISTRY.

THE composition of the Cabinet which Mr. BOLTON LAW has formed is in the main, if not in all its details, in accord with general expectation. The fundamental principle of its policy was briefly sketched in the speech which Mr. LAW delivered on his election to the leadership of the Party, though we have to wait until the end of the week for a detailed statement of the Government's policy, framed, we suppose, after consultation with the members of the Cabinet. What Mr. BOLTON LAW desires is "a period of quietness rather than of fierce controversy."—a desideratum one would think much more likely to be met by Coalition than by Party Government. In the political circumstances of the time "a period of quietness" would seem to be a vain hope. Mr. LAW declared that this was not the time for "introducing big schemes which might be beneficial to the Empire, however dear they are to his heart." This is taken to be a hint to the ardent Tariff Reformers of the party that they need not expect a realisation of their hopes from the change. So far as it is at present possible to gauge the situation, it appears as but another illustration of the French proverb that says the more you change the more it is the same thing. The retention of the portfolio of Foreign Affairs by Lord CURZON must be regarded as evidence of satisfaction with the late Government's foreign policy for which Lord CURZON has been largely responsible. Lord GRAY says what the country needs is a sound foreign policy, but even "sound foreign policies" which had Lord GRAY's approval up to 1914 did not keep Great Britain out of the greatest war in history. On the other hand, it is claimed for the foreign policy of the Coalition Government that it prevented another war on an extensive scale in

Europe. In regard to the interminable Irish Question, the new Premier shares with Mr. LEYD GEORGE the responsibility for the policy pursued, and he has declared that the Treaty must be given a fair chance. It is, indeed, at the moment, the only possible policy. Nor will there be much disagreement between the supporters of Mr. LEYD GEORGE and the supporters of Mr. BOLTON LAW, we imagine, on the general principle enunciated by the new Premier that "the best way of dealing with the post-war recovery of the country and the world is to leave free play to individual initiative and avoid attempts at social improvement which at another time would be most desirable." In the interests of retrenchment in national expenditure that has seemed to be the policy of the Coalition Government also, and no public indication had been given of any intention to depart from that policy. There was no suggestion of it in either of Mr. LEYD GEORGE's two recent speeches, or in the speeches made by Mr. CHAMBERLAIN and Lord BALFOUR. Lord CURZON, at the Hotel Cecil meeting said "the country wanted stability, not sensation; peace at home as well as abroad, and no extension or curtailment of responsibilities." Few will disagree with that pronouncement, but what one would like to have more clearly revealed is on what national as distinct from purely party grounds the change of Government has been made. In what respect is the stability of the country better guaranteed by the change? Does it guarantee that there will be no more "sensational"—especially in regard to foreign policy which has bred most of the sensations of the past eight or ten years,—and in what respect, differing from the policy pursued by the Coalition Government, are we to get under the new administration "peace at home and abroad, and no extension or curtailment of responsibilities"? Possibly all these things will be defined more clearly before the day of the General Election arrives. At present, the Party leaders are indulging only in generalities which commend themselves to all parties alike. The fact of the matter is that whether there is to be stability and peace and quietness, without extension or curtailment of Great Britain's responsibilities, manifestly depends very largely upon circumstances in our international relations which no British Government can entirely control.

The Pacific Steamship Company announce that from November 1st their name is to be changed to "The Admiral Oriental Line, Inc."

It is announced that the first lot of 40 subscription grifflins for the Hongkong Jockey Club annual race meeting are due to arrive on Sunday and will be drawn for the same evening.

Among the passengers who left Hongkong by the P. & O. *Mantua* yesterday were Mrs. Smalley and three children, Engineer-Commander Dawson, R.N., Mr. H. G. Hegarty, and Capt. Robertson.

Today's advertisements include an announcement that the business of the Haug Cheong Firm, well-known compradores and storekeepers of Kowloon, has been assigned to Wing Tang as from October 7th last.

Motorists and others should note the announcement by the Captain Superintendent of Police, in today's advertisements, regarding the closing during the night-time of a portion of the Aberdeen—Repulse Bay road.

The first of Mr. Temple Bevan's series of "Children's Musical Recitals" at the Helena May Institute will begin on Friday, November 3rd, at 5 p.m. Mr. Bevan's opening address will be followed by a Beethoven recital by Mr. Harry Ore. The lecture and recital will be open to children of members, and their parents; and any member of the Institute who is interested is cordially invited to attend.

The British Postal Agency at Weihaiwei has announced that after November 25th all mails for North China will be forwarded via the Chinese Post Office at Chefoo; all mails for other places in China via the Chinese Post Office at Shanghai, while parcels to the United Kingdom will be sent via Hongkong. Mails other than those above mentioned will be forwarded via Hongkong, or the Chinese Post Office, Shanghai, according to which route is the quicker in the particular case.

It is stated that the new Commissioner of Finance at Canton has decided to postpone for a year the coming into operation of the business and transportation taxes which the late administration had decided to bring into force this year.

Bishop Roots of Hankow, addressing a missionary mass meeting of the General Convention of the Protestant Episcopal Church in Portland, Oregon, recently said: "As a result of doctrines from Red Russia a large question mark is the standard of Modern China. The laws are questioned, the customs are questioned and even the doctrines that have stood for thousands of years are in peril. The home life and the family, the basis of all Chinese life, are in the balance. Young China, filled with Bolsheviki doctrines, is even questioning the worth of filial piety, the highest of Oriental virtues."

ARRIVAL OF ADMIRAL ANDERSON, U.S.N.

An exchange of salutes yesterday morning at eight o'clock announced the arrival of Admiral E. A. Anderson, Commander-in-Chief of the United States Asiatic Fleet, on board the flagship *Huron*. Later, Commodore Grace and the U.S. Consul-General (Mr. W. H. Gale) paid their official calls.

The Admiral landed at ten o'clock and was received by a Guard of Honour from the King's Regiment under the command of Capt. Cross. Capt. Neville, A.D.C. to H.E. the Officer Administering the Government met the Admiral who proceeded to Government House to pay the usual official call. His Excellency returned the call about the *Huron* an hour later.

A dinner was given at Government House last night in the Admiral's honour and the Commodore entertained him on October 25th. Those present at the dinner at Government House last night were: H.E. the Officer Administering the Government and Mrs. Severn, Admiral Anderson and Mrs. Anderson, Sir Wm. and Lady Reece-Davies, Major-General Sir John and Lady Fowler, Commodore Mrs. and Miss Grace, the Hon. Mr. A. G. M. Fletcher and Mrs. Fletcher, the Hon. Mr. A. O. Long and Mrs. Long, Mr. and Mrs. W. Holt Gale, Capt. Pettengill and Mrs. Pettengill, Capt. Timmons, Capt. and Mrs. Stearns, Commander Rodman, Commander Beck, Commander and Mrs. Abernethy, Major Wise and Mrs. Wise, Lieut.-Commander Frost, Lieut.-Commander Bieckel and Mrs. Bieckel, Dr. J. W. Noble, Mr. and Mrs. D. H. Cameron, Mr. and Mrs. J. M. Biggar, Mr. W. B. Walker, Mrs. Bullock, Miss Hamilton, Lieut.-Commander Worthington and Lieut.-Commander Badger, the Private Secretary (Mr. Eric Rice), the A.D.C. (Capt. Neville), and Lieut. Fisher.

Admiral Anderson sails on November 2nd, on which day the *Huron*, *Rial* and *General Adams* will leave port.

CORRESPONDENCE.

WEIHAIWEI SCHOOL WAR MEMORIAL.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—It has been decided that the most suitable way in which we can commemorate the sacrifice of old boys of our School who were killed in the Great War is by joining in the general memorial now erected at Port Edward. The inscription on the side of the obelisk facing the School records the names of the following old boys:—

W. D. Bentley, C. E. de Berigny, A. B. Chambers, A. Davis, C. E. Danstan, J. E. Gibbons, H. A. C. Hill, W. H. Stapleton, F. S. C. Jones, R. Lammer, O. Marphoe, C. Shekry, F. Sumner, S. Toulmin.

I have undertaken to raise an additional sum of about \$200 still required to meet the cost of the Memorial, and I feel sure that old boys and friends of those whom we seek to honour in this way, would like to help in this matter. Subscriptions should, I think, be limited to not more than \$10 each.

With thanks for the kind assistance you render in publishing this letter.—I am, etc.,

H. L. BEER.

Weihaiwei School, October 19th, 1922.

FAR EASTERN CABLE NEWS

[THROUGH REUTERS' AGENCY.]

BRITISH AVIATION MISSION TO JAPAN.

ELEVEN MEMBERS LEAVE FOR HOME.

NEW BRITISH CABINET. MANIFESTO BY THE INDEPENDENT LIBERALS.

VIEWS OF EARL GREY.

PARLIAMENT TO BE DISSOLVED TO-DAY.

NEW CABINET.

OFFICIAL ANNOUNCEMENT.

EARLIER CABLES.

(THROUGH REUTER'S AGENCY.)

London, October 24th.

The new Cabinet is officially announced to be composed of the following:

Prime Minister	Mr. Bonar Law
Lord Chancellor	Lord Cave
Chancellor of the Exchequer	Mr. Stanley Baldwin
Foreign Secretary	Lord Curzon
Colonial Secretary	Duke of Devonshire
Minister of War	Lord Derby
First Lord of the Admiralty	Lieut.-Col. Amery
Secretary for India	Viscount Peel
Lord President of the Council	Lord Salisbury
Home Secretary	Mr. W. C. Bridgeman
Secretary of the Board of Trade	Sir Philip Lloyd-Greame
Minister of Health	Sir Griffith A. Boscawen
Minister of Agriculture	Lieut.-Col. Sir R. A. Sanders
Secretary for Scotland	Viscount Novar
Attorney-General	Mr. Hogg, K.C.
Minister of Education	Major Hon. E. F. L. Wood
Lord Advocate	Mr. William Watson, K.C.

[Viscount Cave was Home Secretary from 1916 to 1918, after being Solicitor-General. He was appointed a Lord of Appeal in 1918.]

[The Rt. Hon. Stanley Baldwin was President of the Board of Trade in the late Cabinet, after being Financial Secretary to the Treasury. He was formerly a Director of the Great Western Railway and acted as private secretary to Mr. Bonar Law before joining the Ministry in 1917.]

[Lord Curzon held the same office in the late Government, succeeding Mr. Balfour therein. He joined the late administration in 1916 and became Government leader in the House of Lords. Lord Curzon was Viceroy of India from 1905 to 1909.]

[The Duke of Devonshire was for several years Governor-General of Canada, returning to England last year. He was formerly Treasurer of the Royal Household and in 1915 was made a Civil Lord of the Admiralty.]

[Lord Derby was Minister of Finance from 1918 to 1920, prior to which he was War Minister and Postmaster-General. He was the author of the Derby scheme of recruiting in the War.]

[Colonel Amery was Parliamentary and Financial Secretary to the Admiralty in the late Government, after being Under-Secretary for the Colonies. He was formerly on the editorial staff of the *Times*.]

[Lord Peel is the son of the late Speaker. He served as Chancellor of the Duchy of Lancaster and as Under-Secretary for War in the late Cabinet.]

[The Marquis of Salisbury is son of the former Premier of that name. He succeeded Mr. Balfour as Lord Privy Seal in 1903 and later became President of the Board of Trade. He served in the war as a Brigadier-General.]

[The Rt. Hon. W. C. Bridgeman was Secretary of Mines in the late Cabinet. He was formerly assistant private secretary to Lord Knutsford at the Colonial Office and to Sir Michael Hicks-Beach at the Treasury.]

[Sir Philip Lloyd-Greame was Director of the Department of Overseas Trade in the late Cabinet, being formerly Parliamentary Secretary to the Board of Trade.]

[Col. Sir Griffith Boscawen was Minister of Agriculture in the late Cabinet after being Parliamentary Secretary to the Board of Agriculture.]

[Sir R. A. Sanders was Under-Secretary for War in the last administration, after being junior Lord of the Treasury.]

[Viscount Novar (better known as the Rt. Hon. Sir R. C. Munro-Ferguson), was Governor-General of Australia, and was made a Viscount in 1920.]

[Mr. D. M. Hogg was called to the Bar in 1920, was made a K.C. in 1917. Director of the Legal and General Insurance Co.]

[Major Wood, who is the eldest son of Viscount Halifax, was Under-Secretary of the Colonies in the last Government.]

GENERAL ELECTION ON NOVEMBER 11TH.

A MILLION EXTRA VOTES.

London, October 24th.

The elections will be fought on a new register comprising nearly a million more voters than in 1918. There are over eight million women voters.

Most of the sitting members appear to be seeking re-election, but about a hundred Unionists intend to make way for younger men.

The proclamation of the dissolution of Parliament on the 24th inst. will mean that the polling day will be fixed for November 11th, which will displace the Radicals and Labourites, who are agitating for Saturday polling.

The Labour organs declare that Labour's political funds have not been touched by the industrial struggles. So far, 350 candidates have been selected.

LATEST CABLES.

PROPOSED AMERICAN LEAGUE OF NATIONS.

CONFERENCE EARLY IN
DECEMBER.

WASHINGTON, October 24th.

The first step towards the formation of a League of Nations for the American continent has been taken by the United States inviting the five Central American Republics to a conference at Washington, on December 4th.

The objects are: negotiating treaties to make effective such provisions of the Treaty of Peace, signed at Washington in 1907, as experience has shown may be useful in maintaining good relations and co-operation, converting measures whereby Central American Republics may carry on the endeavour of the powers participating in the Washington Conference of 1911, by adopting effective measures to limit armaments in Central America, and the working out of a plan for establishing tribunals to inquire into disputes, in regard to proposed treaties, which cannot be settled diplomatically.

SOUTH AFRICAN REFEREN- DUM.

GEN. SMUTS ADVISES RHODESIA
TO JOIN UNION.

LONDON, October 24th.

In connection with the referendum to be held on October 27th General Smuts has sent a message to the Rhodesian Secretary warmly advising them to enter the Union, which he says will prove the same unmeasured blessing to Rhodesia as to the four original provinces. He predicts that the Union is going to be for Africa, what the United States has become for America, and he states that the Imperial Government is anxious for Rhodesia to enter the Union, thereby rendering a real imperial service.

NEW INDIAN LOAN.

PROSPECTUS ISSUED.

LONDON, October 24th.

The prospectus is being issued to-day, of a new Indian Loan of £20,000,000, at 4½ per cent. The price is 85, and it will be redeemable 1950-1955.

RETIREMENT OF A BRITISH ADMIRAL.

LONDON, October 25th.

Rear-Admiral Corbett has been placed on the retired list at his own request.

EASTERN STUDENTS IN ENGLAND.

SYMPATHY OF MISSIONARY
SOCIETIES.

LONDON, October 24th.

The Society for the Propagation of the Gospel has decided to join other missionary societies in showing active sympathy towards some thousands of students from India and the Far East at present in England. A secretary has been appointed to attend to this particular work.

EARLIER CABLES.

ITALIAN POLITICS.

THE FASCIST POLICY.

NAPLES, October 24th.

Thirty thousand armed Fascists assembled on the occasion of the Fascist Congress. The Government, as a precaution, concentrated strong forces of troops and police. Signor Mussolini, the Fascist leader, addressing the Congress, including the Mayor and several Senators, Generals and a score of Deputies, declared that the party intended to participate in the Government, and would adopt energetic financial measures and postpone evacuation of the Dalmatian zone. He declared in favour of the maintenance of the Monarchy, and said that the object of the movement was to safeguard free institutions, to honour the Army, and to enhance the greatness of Italy.

INTERNATIONAL CIVIL AVIATION CONFERENCE.

AN ATTEMPT AT STANDARDI-
SATION.

LONDON, October 24th.

The International Civil Aviation Conference meets in London, to-morrow. Major-General Brancher represents the British Empire, France is represented by ten delegates, Japan by five, Belgium by three, Bolivia by two and Greece, Persia, Portugal, Serbia and Siam one each.

The object of the Conference is to attempt co-ordinated effort in standardisation, applicable especially to the airworthiness of machines, an international scheme of signalling and the establishment of an international meteorological code.

THE REPARATIONS COMMISSION.

DECIDE TO VISIT BERLIN.

BRUXELLES, October 24th.

The Reparations Commission announce that after devoting three meetings to an informal consideration of the French and British proposals, they have unanimously decided to go to Berlin on the 30th inst. to discuss with Germany measures ensuring the balancing of her budget and the stabilisation of the mark.

THE "EGYPT" FINDING.

PROTEST BY MERCHANT SERVICE
ASSOCIATIONS.

LONDON, October 24th.

The Imperial Merchant Service Guild and the Mercantile Marine Service Association, in deference to the wish of the Captain of the *Egypt*, have not proceeded with their intention of appealing to the High Court as regards the *Egypt* finding, but have made representations to the Board of Trade that the severity of the judgment of the Court is unprecedented and wholly unwarranted. It would mean that, in the event of loss of life in future arising from failure of the human element consequent upon panic, masters and officers of ships would be liable to be branded with what amounted to a charge of manslaughter.

The Board of Trade replied that the case was not one in which the powers of the Department under the Merchant Shipping Act, 1894, should be exercised, and pointing out that appeal could be made to a High Court.

THE "TIMES" NEW OWNER- SHIP.

FUTURE POLICY.

LONDON, October 24th.

Further particulars of the change in the control of the *Times* newspaper, which is owned by the *Times* Publishing Company, show that Mr. Walter has also acquired a substantial shareholding hitherto belonging to Sir John Ellerman. Major John Jacob Astor is associated with Mr. Walter in the acquisitions. It is announced that Mr. Walter and Major Astor intended to maintain the highest traditions of the *Times* and to ensure its continuance as a national institution, conducted solely in the best interests of the nation and Empire.

U.S. PROHIBITION ORDER.

LIQUOR ON FOREIGN VESSELS
FOR CREW ONLY.

NEW YORK, October 24th.

The temporary stay of execution of the liquor order mentioned yesterday only applies to liquor to be used by the crews of foreign vessels. Companies must furnish a \$25,000 bond that it will not be used for other purposes. Prohibition officials declare that they will now rigidly enforce Attorney-General Daugherty's ruling within the limits imposed by the temporary stay of execution.

A NEW PRACTICE.

HALIFAX, October 24th.

The liner *Silva* has initiated the practice of landing liquor stores here prior to proceeding to New York. She will pick them up on her return trip.

GERARD BEVAN COMMITTED FOR TRIAL.

LONDON, October 24th.

Gerard L. Bevan, the director of the City Equitable Insurance Co., who absconded to the Continent, but was brought back to England under extradition warrant, has been committed for trial.

PRESIDENCY OF GERMAN REPUBLIC.

BERLIN, October 24th.

The Reichstag, by 314 votes to 76, has decided to prolong President Ebert's term of office until June 30th, 1925.

CARPENTIER WANTS RETURN MATCH WITH SIKI.

PARIS, October 24th.

M. Descamps, on behalf of Carpentier, has formally challenged Siki for a return match.

NEAR EASTERN CONFERENCE PROBABLY OPEN ABOUT MIDDLE OF NOVEMBER.

PARIS, October 24th.

M. Poincaré has informed the Kemal Government that the Near Eastern Conference will probably open at Lausanne on November 13th.

OBITUARY.

MR. GEORGE CADBURY.

LONDON, October 24th.

The death has occurred of Mr. George Cadbury.

[The deceased, born in 1830, was Chairman of Cadbury Brothers, Ltd., the famous cocoa firm, and founder of Bourneville Model Village.]

"EAST LYNNE" AT THE CORONET.

It has been estimated by an American investigation that since it was first published sixty years ago something like 250,000,000 people have read Mr. Henry Wood's novel "East Lynne." It has become a world classic, a hardy perennial of English literature. No other play in the English language has been presented so often nor with greater success. It will be a surprising thing, therefore, if the splendid film version of it that is being shown at the Coronet to-day for the first time does not have a record run.

In details of costume and one or two other minor particulars the producers have departed from the actual story. Their object was to ensure that none of the distractions of antiquated customs and clothing might diminish to any extent the power of its universal appeal as a book, a play and now a photoplay—a power which lies in its humaneness, its sympathy, its sweetness and its great moral lesson. This simple human story that can never die is adapted to our modern perceptions in a fashion that not only does not take away from but in deed emphasises the great emotional appeal.

POLITICAL ASPECTS OF THE EASTERN QUESTION.

A TANGLED STORY.

Political memories are proverbially short, and as the incidents of the last few years have been unusually crowded, many people have naturally forgotten precisely how the present situation in the Near East has arisen and what the exact terms are of the Treaty of Sevres, which established the Zone of the Straits, and the International Commission which is now in charge of the famous waterways leading to the Black Sea. It is a tangled story, which could only be told in detail at great length; it will be sufficient to recall some of the more salient facts and incidents.

One or two general preliminary observations must first be made. It is often asked why so long a period was allowed to elapse between the time when Turkey sued for peace as a prostrate and helpless foe and the Treaty of Sevres, which was not signed till August 10th, 1920. This fatal interval, the cause of untold trouble, was largely due to the fact that as soon as the fighting was over the sole preoccupation of the Allies was to get their fighting men home again from the Near East, and the business of peace-making with Turkey was deferred until the Treaty of Versailles had been laboriously drawn up and signed. There was also this valid excuse for the further mischievous delays in 1919 and 1920, that the Allies were waiting to know exactly what America was going to do before they could come to their final decisions. They had hoped that America would accept a mandate either for the Straits or for Armenia or for both. When America decided to have nothing to do with either—indeed, she took no hand at all in the Treaty of Sevres—the position in the Near East had been gravely complicated for the worse.

THE TREATY OF SEVRES. It was not until February, 1920, that the Peace Conference seriously addressed itself to the task of making peace with Turkey, and by that time the Turkish Nationalist movement, centred in Angora, well out of Allied reach, had made serious headway. Kemal stood forward as the leader of the Turkish patriots, and the French were already having serious trouble in the Marash area in Cilicia. The Treaty was presented to the Turkish delegates their acceptance in May, 1920, and its principal provisions—so far as they are germane to the present situation—were the following:

1. The establishment of a special régime for the waterways of the Dardanelles, the Bosphorus, and the Sea of Marmara. An International Commission was to be set up to control the passage of shipping, raise dues, &c., and act as a Board of Conservancy.
2. The three Western Powers were given two votes each on the Commission, America and Russia two each (contingently), Greece and Roumania one each, and Turkey and Bulgaria one each (contingently). This last spring Turkey was offered two votes and the permanent presidency of the Commission.

The freedom of the Straits was to be safeguarded by a Zone of the Straits, so drawn as to include the Gallipoli peninsula and the Bigla peninsula on the Asiatic side, and two broad strips of contiguous territory along both sides of the Sea of Marmara to the Black Sea.

This zone was to be in the perpetual naval and military occupation of the British, French, and Italians, and to be forbidden ground to Greeks and Turks. Constantinople itself was to remain under Turkish sovereignty, but the Turkish land forces were to be reduced to 50,000, and the Sultan's bodyguard was to be no more than 700. Turkey was forbidden to form a navy.

Eastern Thrace, as far as the Chatalja Lines (approximately), was assigned to Greece, together with the islands of Imbros, Tenedos, Lemnos, Chios, and several others. Greece was required to draw up a separate Treaty with Turkey guaranteeing full protection for the rights of the Turks in the ceded territories, and notably in Adrianople.

3. A special régime was drawn up for Smyrna and a considerable enclave round it. Turkish sovereignty was nominally to be preserved, but the administration was to be effectively Greek. At the end of five years there was to be a plebiscite, and if the majority vote was in favour of becoming Greek the whole enclave was then to be incorporated in the Greek Kingdom.

Such was the Treaty of Sevres, so far as its provisions now concern us. The Turks, of course, protested vehemently against what they called the "excessive severity of terms." But they did more than enter verbal protests. In Thrace a new Nationalist movement was headed by Jafar Tayer. In Cilicia General Gouraud found himself engaged in a regular campaign against the Nationalists, and in Syria the French were also actively engaged in a harassing guerrilla warfare. In the Ismid region the Kemalists were busy blowing up bridges, raiding ammunition dumps, and threatening danger to certain seriously weakened and isolated British and Indian detachments.

Indeed, the situation in that quarter was judged to be so serious in June that the Allies—and the British Government in particular—were favourably disposed to listen to the proposals put before them by M. Venizelos for relieving the pressure exercised by the Kemalists. His plan was to order the Greek army which had been at Smyrna for over a year past to advance quickly against the Turkish forces, which he promised to drive back into the interior and thus relieve the pressure upon the British on the coast of Marmara and the French in the south.

ORDER AMBITIONS. The Greeks advanced at several points, landed at others, and performed faithfully all the promises made by M. Venizelos. They pushed up to Alashir, 100 miles east

of Smyrna, took Brusa in the north, and completely relieved the scattered British units along the coast. It is only fair that those who now deride the catastrophic collapse of Greek ambitions in Asia Minor should bear in mind the fact that the timely landing of the Greek army in the summer of 1920 saved Great Britain from the unpleasant necessity of despatching military reinforcements to Constantinople, and possibly from some humiliating incidents. Meanwhile the French entered into negotiation with the Kemalists with respect to their evacuation of Cilicia, and the Italians had some time previously withdrawn from Konia and the hinterland of Adalia, which they had marked out as their special sphere of influence in the period following the Armistice, when Asia Minor appeared to be a no-man's-land which those who coveted might seize.

Fired by their brilliant success in Asia Minor—and it was brilliant enough in the face of an enemy not yet provided with first-class material of war—the Greeks were eager to repeat the performance in Eastern Thrace. They landed, at Ereli and Rodosto, and within a week Adrianople was in their hands and Jafar Tayer's feeble resistance at an end. It was then the end of July, and the Allies presented the Sultan's Government with a peremptory order to sign the Treaty within ten days. So the Sultan at last sent the requisite authority to the Turkish delegates, and the Treaty of Sevres was signed on Aug. 10th. There were those who thought that at last peace was accomplished in the Near East and that the "brigand," Mustapha Kemal, day of brief authority was over.

But events turned out otherwise. The easy military promissaries of the Greeks excited many jealousies. Italy's hopes in Asia Minor had been completely frustrated, and she ruefully observed that while her hands seemed almost empty those of Greece were full. Moreover, although France had been a consenting party to the landing of the Greek armies, her consent had been grudgingly given, and she noted with diminishing favour her tightening grip upon Eastern Thrace. French public opinion, restless under the heavy cost of maintaining the necessary garrisons in Cilicia and Syria, desired to come to an understanding with the Angora Government whereby France might be relieved from the necessity of further military undertakings. And her last faint sympathies with Greece were entirely destroyed when the Greek officers turned against Venizelos and by an overwhelming vote, recalled King Constantine from exile after the untimely death of the young King Alexander. From that time British and French policies in relation to the Near East tended to become more and more divergent, and when King Constantine, in the summer of last year, staked all his hopes upon a victorious advance against Angora and failed after some initial successes to penetrate the Turkish main line of defence, the French Government sent a mission to Angora and concluded an independent Convention, which has evidently had no small influence on the recent successes of the Nationalist armies.

It should be observed that as soon as the Treaty of Sevres was signed the Allied signatories began to discuss terms of revision. They could have revised it readily enough with the Sultan, but the Sultan was a cipher, and the Angora Pact, which defined the Turkish Nationalist programme, demanded a revision so drastic as to amount to a complete tearing up of the Treaty. Last spring the Allies made an earnest effort to revise the Treaty on more favourable terms for Turkey, which would, they hoped, induce Kemal to agree to an armistice in the Turco-Greek war. The Allied Foreign Ministers drew up a scheme which provided for the following important modifications of the Treaty of Sevres:

1. Evacuation of Asia Minor by the Greeks and Smyrna to revert to Turkey, with a special régime for the city area.
2. Greeks to retain Adrianople, but certain zones in Eastern Thrace to be demilitarised, so that the Greeks could not threaten Constantinople and the Turks could not attack the Greeks. The new frontiers proposed would be placed sixty-two miles from Constantinople.
3. Turkey to have the whole of the Asiatic side of the Dardanelles, on condition of its being demilitarised.
4. Gallipoli to be occupied by Allied forces, and their occupation to be extended to Rodosto.
5. Turkey confirmed in possession of Constantinople and her land forces to be raised to 85,000.
6. Navigation of the Straits to be controlled by the International Commission, but under a Turkish president.
7. Constantinople to be evacuated by the Allied troops within a certain period.

These concessions by no means satisfied Kemal, but he broke off negotiations by demanding that the Greeks should evacuate Asia Minor before he would sign any armistice—an obviously impossible condition. So the efforts of the Allied Foreign Ministers were brought to naught, and the summer was spent by the Angora Government in re-equipping their army and preparing for the offensive, which has been delivered with such crushing effect. Technically, therefore, the position to-day is that the Angora Government are at war with Greece, for they do not recognise the Treaty of Sevres, which was signed by the Sultan's Government, as they say, under duress. But as the Treaty of Sevres was never ratified by the Turkish Parliament, the Allies are still technically in a state of war with the Turkish Empire. The technical position, however, is of small moment compared with the actual, which is that the Sevres Treaty is in operation so far as the occupation of Thrace by the Greeks is concerned, while the control of the Straits is being exercised by the International Commission, relying on the sanction provided by the presence of an Allied military force. The Zone of the Straits is also in being, and any attempt to cross them will be resisted at once by British warships.—*Daily Telegraph*.

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THE GIRL ATHLETE.

MEDICAL OPINION.

The question whether strenuous athletics are harmful to girls and young women has been brought into prominence by the recent successes of English girl athletes on the Continent, where Miss Lines and other British competitors outclassed their Continental rivals.

Medical practitioners and the advocates of athletic sports for women agree that, excesses being avoided, clean sport for woman as for man, is healthy alike for body and mind; and that sport is being taken up enthusiastically by women is proved by the activities of the recently constituted Women's Amateur Athletic Association, of which Major W. B. Marchant and Mrs. S. C. Elliott-Lynn are joint secretaries. In the recent Continental events for women the British team of fourteen lady athletes acquitted themselves with distinction. They won many of the leading events, and topped the score with a total of 50 points as against America's 31 and France's 29. In conversation with a representative of the *Daily Telegraph*, Mrs. Elliott-Lynn said the competitors had suffered no ill effects as the result of the contests. The Women's Amateur Athletic Association debarred such contests as football matches, tug-of-war, throwing the hammer, and putting the weight if over 10lb. Walking and running contests were limited to half a mile, and hurdles for women were 2ft. 6in. high as against 3ft. 6in. "Sports for girls and women as defined by the association," added Mrs. Elliott-Lynn, "can only result in mental and physical good, and the greatest cure is taken in training to ensure that competitors are fit to undertake the work, and are gradually brought up to their form without the possibility of strain or distress." Officials or other athletic bodies expressed their approval of the conditions under which the Women's Amateur Athletic Association participated in Continental events, and their confidence that no danger could arise or over-strenuous tasks be attempted.

A DOCTOR'S VIEW.

Interviewed by a representative of the *Daily Telegraph* Dr. Rodas Shaw, of 141, Harley-street, said, he was particularly interested in sports for girls and women, and could see nothing but good, for mind and body, in athletic sports properly conducted. Dr. Rodas Shaw, who was medical officer in charge of the Australian Imperial troops in London during the war, explained that, in woman as in man, the same governing principles applied in relation to strain or over-exertion. In the case of potential mothers, all exercise was good and all sports were desirable that did not involve reaching over the head or straining liable to induce an unnecessary tax on certain of the vital organs. He did not favour lacrosse or hockey as match games for females; the former necessitated the frequent stretching of the arms in a direction calculated to do mischief, and the latter involved positions which were not correct. All other games suitable for women in the social sense were good and advisable. In his experience, the difficulties of child-birth were substantially lessened in the case of a woman who had indulged in exercise and athletic sports. "One essential condition," added Dr. Rodas Shaw, "must be borne in mind, and that is that the girl or young woman must be physically fit to take her place with her fellows in her sports and games. The advice of the family physician should always be obtained and acted upon before a young girl undertakes training for strenuous games; that done, and the training carried out along modern, scientific lines, there was no more danger for a woman participating in athletics than there was for a man."

THE CHURCH MARRIAGE SERVICE.

AMERICAN WOMEN AND THE PROMISE TO OBEY.

A message from Portland, Oregon, says: Striking the word "obey" from the marriage ritual of the Protestant Episcopal Church and a move to substitute grape juice for wine at the communion service marked the first day of the convention of the House of Bishops here. Hereafter the bride will not be compelled to promise to "obey" her husband.

The elimination of the word "obey" caused considerable discussion and in some cases firm opposition. After the announcement of the vote, which was 36 to 27 in favour, the Right Rev. Charles M. Beckwith of Alabama said: "I move something be done to release all women who have already taken the vow to obey."

Bishop Bratton of Mississippi replied that he could see no reason why the word "obey" should be left out of the ritual. "I stand for the solidarity of the family, and every family must have a head. The Christian family must have a head, yet it must be a partnership."

The grape juice petition came from the diocese of Los Angeles in a grape growing state. It asked that grape juice should be substituted for wine in the communion service or "that its use be permitted by clergymen to whom the subject of prohibition had become a matter of conscience."

At the Library Association Conference at Cardiff, Professor Walford Davies, Director of Music, University of Wales, suggested that public libraries should be provided with gramophones as well as volumes of and about music, in order that music-lovers could, in a sound-proof chamber, enjoy the masterpieces contained in the library.

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WANTED.—Lady travelling to England via Suez in February requires NURSE to look after 3 year-old child during journey. First class passage to London offered in exchange for services. Apply Box V.F., c/o *Daily Press* Office. [238]

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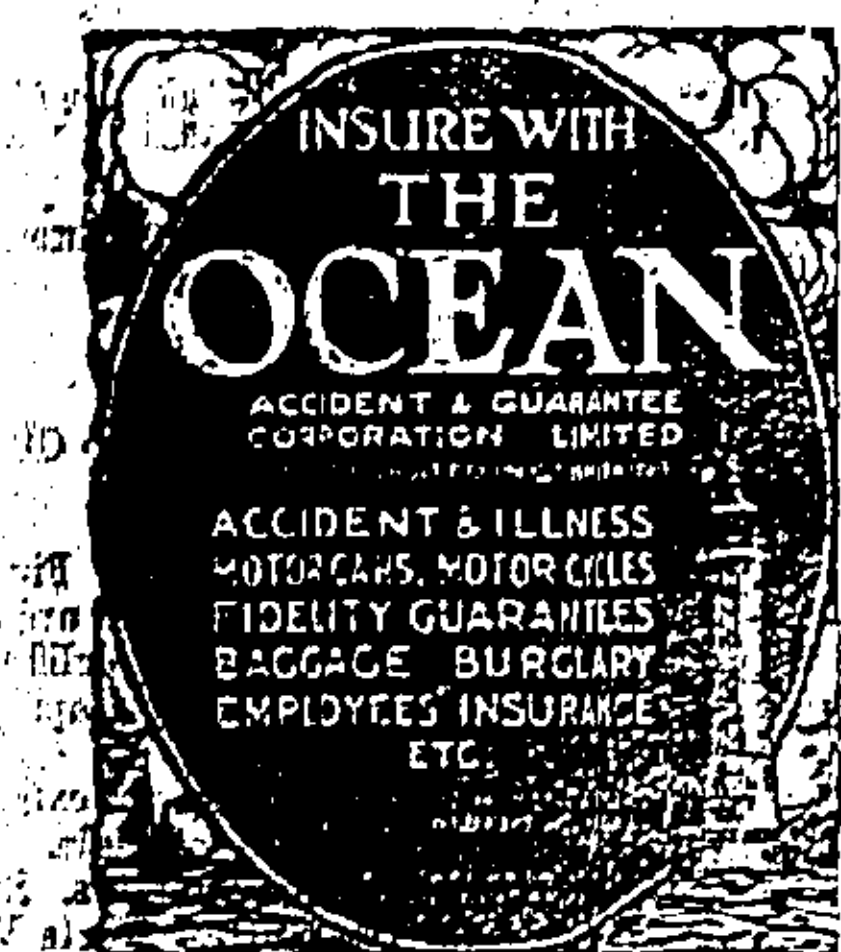
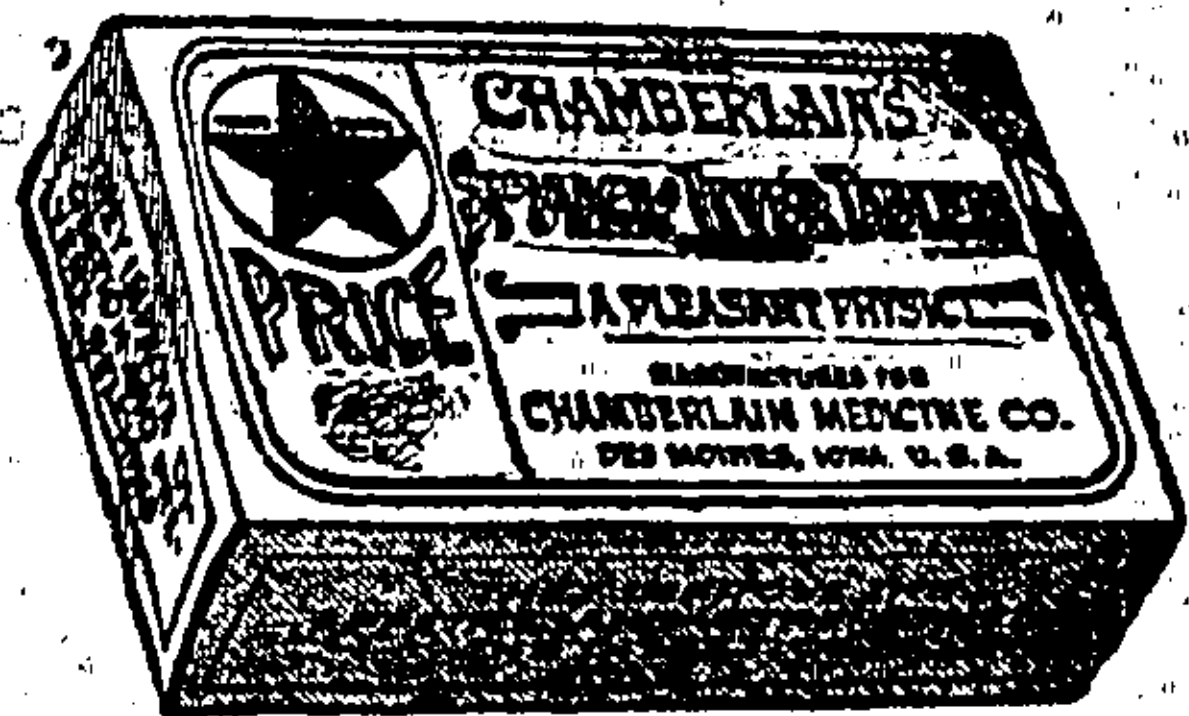
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VOYAGE OF THE "QUEST."

VALUABLE WORK FOR SCIENCE.

[FROM "THE TIMES" SPECIAL CORRESPONDENT.]

PLYMOUTH, September 18th.
Out of the savage buffeting of the ocean which pursued her to the very end of her 25,000 miles course, the *Quest*, the little ship of the Shackleton-Rossett Expedition, stole quietly last night into the peaceful haven of Cowes Bay. At the peak still flew the King's silken flag, as it did when the *Quest*, a year ago to-day, set forth from the Thames.

She has left in his grave at the Antarctic Gate the gullant leader, from whose restless brain the great adventure sprang, but in Commander Frank Wild, who to-day completed his fifth polar voyage, the expedition found a worthy successor. His feat in bringing this tiny vessel safely home through manifold perils of tempest and ice must rank high in the annals of exploration.

Commander Wild was at the rail when Mr. John Quiller Rowett, who financed the expedition, and I went aboard at 10 o'clock from the launch which the King's Harbourmaster kindly placed at our disposal. Friendly familiar faces, roughened by wind and weather and tanned by the tropical sun, greeted us on every hand as our "Welcome Home" was spoken.

A tremendous amount of solid scientific work has been done, particularly in charting, geology, and biology, and in the Enderby Quadrant the *Quest* reached a point farther south than the "farthest south" of Biscoe and of Hellinghausen. But for the heavy pack-ice, which was exceptionally severe for the season of the year, the *Quest*, so the ship's company think, would have had a reasonable chance of fulfilling Shackleton's dearest ambition of exploring the limits of Enderby Land.

In the Antarctic and in the region of South Georgia and Elephant Island, however, valuable hydrographical work was accomplished. A large scale map of Gough Island, which corrects in many essential respects the existing Admiralty chart, has been prepared by Captain Worsley, sailing master of the *Quest*, who named the island's highest point "Mount Rowett." Major Wilkins, the biologist, identified at Gough Island an entirely new bird-of-the-finch species—and, a hitherto unknown tree resembling an acacia. Incidentally diamonds were prospect for here by Captain Douglas, the geologist, but without success. Traces of a party of prospectors from the Cape were found.

A great many former observations have been confirmed or amplified and brought up to date, and particularly the meteorological observations taken in the Antarctic are, it is affirmed, likely to prove of the greatest practical utility. "All these results," Commander Wild said to me, "will take some considerable time to examine and classify. It is too early to pronounce on the achievements of the expedition. But I am satisfied that solid and important work has been done."

Out of a great mass of impressions left by this memorable voyage, I collected some interesting episodes from members of the ship's company. One of the most extraordinary incidents centred round the *Quest* wireless. When the *Quest* was steaming slowly out through the pack after a hazardous week when, frozen in, it seemed doubtful if she would ever emerge, the wireless picked up a message from San Francisco, between eight thousand and nine thousand miles away, reporting Mr. Lloyd George's threat to resign.

The great German station of Nauen was also clearly heard at the same time. When the *Quest* was actually frozen in she received on one occasion from Rio de Janeiro a spark sent out at midnight Greenwich Mean Time, an invaluable aid in the day's observations.

A curious feature of these days in the ice was the perpetual heaving motion of the pack. Captain McIlroy says it was extraordinary to see the men playing football on a surface which slowly heaved and buckled in a long undulating roll.

Apart from the lamented death of Shackleton, the health of the expedition was splendid, according to Dr. Macklin, the ship's surgeon, of whose work Commander Wild speaks most highly. There has been no sickness, and the worst mishap was to Worsley, who was knocked through the deck-house by a loaded boat swinging on him, and had several ribs stove in. Captain McIlroy, who was suffering from malaria when he started out, has returned completely cured and a stone and a half heavier.

All the ship's company, from Commander Wild down, pay the highest tribute to James Marr, the boy scout of the *Quest*. I met him on deck to-day, taller, more filled-out, in a vest and trousers, going about his work. He always works, they say. "I'd like to start it all over again," he told me. But his immediate plan is to return to his studies at Aberdeen University. During the voyage he was promoted from cabin-boy to deck-hand and is now a fully qualified A.B., taking his turn at the wheel with the rest.

UNEMPLOYMENT PROBLEM IN GREAT BRITAIN.

A Cabinet committee are considering numerous proposals dealing with unemployment this coming winter. Big schemes, providing work for 100,000 men throughout the country and costing £10,000,000, will be passed immediately. The relief works include new roads, water-works, electricity undertakings, drainage, and land reclamation.

Houses are being built in England to-day for half the money they cost a year ago. Several local authorities are building at prices which enable an economic rent to be fixed.

NOTICES TO CONSIGNEES

VEREENIGDE NEDERLANDSCHE
SCHIEPVAART-MAATSCHAPPIJ
(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN
(HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM BREMEN, HAMBURG, ROTTER-
DAM AND AMSTERDAM.

THE Steamship

"OUDEKERK"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 31st October, 1932, at 4 p.m., will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 30th Oct. at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival of steamer, otherwise they will not be recognized. No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by
JAYA-CHINA-JAPAN LUN,
General Agents.
Hongkong, 23rd October, 1932. [1637]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA,
PORT SAID, COLOMBO & STRAITS.

THE Motor Vessel

"GLEGARRY"

having arrived from the above ports, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 27th Oct., 1932, at 5 p.m., will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 27th Oct., 1932, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 20th October, 1932. [1645]

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

The Steamship "BENVENUE"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, LTD., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 8th Nov. or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 30th inst., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hongkong, 24th October, 1932. [1663]



LORD NORTHCLEFFE'S WILL.

We understand (says *The Daily Telegraph*) that a complete settlement has been arrived at with regard to the testamentary dispositions of the late Viscount Northcliffe. There does not seem to have been any doubt about the validity of the latest will, under which Lady Northcliffe was appointed sole executrix, but all annuities and legacies in the former will are to be paid free of death duties.

It is believed that the total estate will be sworn at about £5,000,000, and the sum to be paid in death duties will be very large, especially because so large an amount will pass to others who are not blood relations. Viscountess Northcliffe will cease to have any connection with the management or control of the newspaper properties included in the estate. It may be assumed that Viscountess Northcliffe will acquire his late brother's interest in the Associated Newspapers Limited.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

TSINGTAU via SWATOW	"YATSHING"	Thursday	28th Oct.	10 a.m.
MANILA	"LOONGSANG"	Friday	29th Oct.	3 p.m.
HAIPHONG via HOIHOW	"MINGSSANG"	Friday	29th Oct.	10 a.m.
NEWCHWANG via SHANGHAI	"WAISHING"	Saturday	30th Oct.	4 p.m.
TSINGTAU via SWATOW	"WINGSANG"	Sunday	30th Oct.	D.L.
SHANGHAI	"DRUFAR"	Tuesday	31st Oct.	10 a.m.
BANGKOK via SWATOW	"KWONGSANG"	Thursday	2nd Nov.	10 a.m.
TSINGTAU via SWATOW	"LEESANG"	Friday	3rd Nov.	10 a.m.
HAIPHONG via HOIHOW	"CHONGSHING"	Friday	3rd Nov.	10 a.m.
TIENSIN	"CHIDAR"	Tuesday	7th Nov.	10 a.m.
BANGKOK via SWATOW	"CHUNSSANG"	Wednesday	8th Nov.	11 a.m.
HAIPHONG via HOIHOW	"HOSANG"	Thursday	9th Nov.	3 p.m.
STRAITS & CALCUTTA	"MAUSANG"	Friday	10th Nov.	Noon
SANADKAN	"FOOKSANG"	Tuesday	14th Nov.	3 p.m.
STRAITS & CALCUTTA	"KUTSANG"	Thursday	15th Nov.	Noon
KOBE				

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong when inducement offers.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers a.s. "HINSANG" and a.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken off through Bills of Lading for Kadat Jesselton, Labuan, Tawau and Lahad Datta.

TIENSIN LINE—A regular service is run from March to November between Hongkong and Tiensin, calling at Weihaiwei and Chiaoow.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

"HOSANG" will be despatched on or about
Thursday, 9th Nov., at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS.

TELEPHONE Central No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.
OUTWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	18th November	

Vessel	Leaves Hongkong	Discharges
"GLENAPP"	5th Nov.	LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"GLEGARRY"	27th Nov.	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.

Movement are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd., AGENTS.

Telephone: Central No. 215 sub-ex. 33 and Central 3698. [16]

Shining eyes

and glossy curls

—of your little boy or girl.

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of an outfit you

want. Let us

show it to you.

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When in doubt about your eyes
or your glasses

Consult

CHINESE OPTICAL CO.

Eye-light Specialists.

67, QUEEN'S ROAD, CENTRAL,
Hongkong.

MOTOR BOATS FOR SALE.

The Twin Screw Tunnel Stern
Motor Launch "JENRICA"
(Built of Steel).

Length overall—58' 0".

Breadth moulded—11' 6".

Depth moulded—3' 6".

Draught moulded—18" to 19".

D.W. capacity on above draft—3 tons.

Speed—8½ knots.

Engines—Twin set "Kelvin" Motors,
each 30 h.p.

Installed with Electric Light.

Price \$10,000 or near offer.]

The Motorboat "KEIKUNG"
(Built of Teak).

Length overall—28' 10".

Breadth—7' 5/16".

Draught (approximate)—18".

Engine—"Kelvin" Paraffin Motor.

Price \$1,800 or near offer.

ATTY.

NESTLE & ANGLO-SWISS

CONDENSED MILK CO.

11, QUEEN'S ROAD, CENTRAL.

SHIPPING NEWS

ARRIVALS.

October 29th.
Dyn. Norwegian str., 70 tons, Capt. R. Hannevig, from Bangkok, with a general cargo—Lee Hong Koo.
Deer Maru, Japanese str., 1,951 tons, Capt. S. Yamada, from Dairen, with coal—M. B. K.
Hermelin, Norwegian str., 1,163 tons, Capt. L. Davidson, from Saigon, with rice—Soon Seng S.S. Co.
Jade, French str., 287 tons, Capt. L. Callet, from Pakhoi, with a general cargo—Kai Yui.
Mingung, British str., 1,039 tons, Capt. D. W. Ritchie, from Hobei, with a general cargo—J. M. & Co.
Pongtong, British str., 1,039 tons, Capt. J. W. Smith, from Saigon, with rice—Garritchoel & Clarke.
 October 30th.
24th P.T. Chinese str., 451 tons, Capt. Lam Ng Wai, from K. C. Wang, with a general cargo—Wai Hing S.S. Co.
Bintang, Danish str., 1,725 tons, Capt. N. Jensen, from Bangkok, with rice—John Manners & Co.
Glengyle, British str., 3,580 tons, Capt. O. C. Simpson, from Shanghai, with a general cargo—J. M. & Co.
Hailong, British str., 1,146 tons, Capt. W. S. Turnbull, from Swatow, with a general cargo—Douglas S.S. Co.
Huangung, British str., 1,039 tons, Capt. W. J. Collum, R.N.R., from Canton, with a general cargo—Chiu On S.S. Co.
Kaiyo Maru, Japanese str., 2,015 tons, Capt. T. Motoshige, from Kailang, with a general cargo—O.S.K.
Kiangsu, British str., 1,514 tons, Capt. N. H. Leitch, from Bangkok, with rice—B. & S.
Kojan Maru, Japanese str., 1,836 tons, Capt. G. L. Crawford, from Shanghai, with a general cargo—C.M.S.N. Co.
Lushan Maru, Japanese str., 1,500 tons, Capt. T. Yashikawa, from Shanghai, with a general cargo—N.Y.K.
Pakhoi, British str., 1,227 tons, Capt. F. H. Jeanne, from Weihaiwei, with a general cargo—B. & S.
Singapore, British str., from Canton, with a general cargo—J. M. & Co.
Wingung, British str., 1,517 tons, Capt. Simpson, from Chiofo, with a general cargo—J. M. & Co.
Wuhu, British str., 1,225 tons, Capt. J. Pringle, from Saigon, with rice—B. & S.

CLEARANCES.

October 29th.
Chunghing, for Haiphong.
Huan Maru, for Kongmin.
Underkerk, for Shanghai.
 October 30th.
Banka, for Bangkok.
Glengyle, for Saigon.
Huangung, for Shanghai.
Lushan Maru, for Swatow.
Lushan Maru, for Canton.
Pakhoi, for Canton.
President Lincoln, for Shanghai.
Singapore, for Amoy.
Sui Yik, for Shanghai.
Vin Overseas, for Amoy.
Wingung, for Canton.

PASSENGERS.

ARRIVALS.
 Per s.s. **Hailong**, on October 29th: Rev. and Mrs. C. C. Porri, Mr. E. B. Farrant and Mr. P. J. O. Neill.

DEPARTURES.
 Per P.M. s.s. **President Lincoln**, on October 29th: For Shanghai, Mr. S. Almeida, Mr. J. Behar, Mrs. Esme Bischoff, Mr. S. Y. Euren, Mr. and Mrs. Z. S. Eager, Lieut. and Mrs. H. E. Fisher, Miss E. Fisher, Mr. K. C. Fung, Mr. and Mrs. B. M. Howell, Mr. H. S. Jones, Mr. H. F. Jancovici, Mr. Geo. R. Kuntz, Mr. A. M. Kittles, Mr. W. D. Kadri, Mr. and Mrs. L. L. Lopes, Mr. G. Meager, Mr. L. Marthoud, Mr. W. G. Orchard, Mr. B. A. Parker, Mr. F. W. Sandet, Mr. D. R. Wahl, Mr. W. F. Wallace, for Yokohama: Mr. and Mrs. G. G. Ball, Miss M. Luffin, Mr. M. Lookoomall, Mr. M. D. Mirchandani, Mrs. A. L. Thomson; for Honolulu: Capt. and Mrs. J. D. Fredericks; for San Francisco: Mr. W. T. Abbott, Mr. L. H. Bessell, Mr. and Mrs. E. K. Berry, Mr. A. L. Baruch, Mr. Geo. E. Brown, Miss Ruth Copley, Mr. and Mrs. L. F. Ensign, Miss L. Ensign, Mr. and Mrs. R. Horsfield, Mr. Geo. Lowenberg, Mr. and Mrs. G. J. Levy, Mrs. B. Mendleson, Miss E. Mendleson, Mr. Ira N. Moore, Mr. and Mrs. J. H. McCullough, Mr. John McCaffrey, Mr. O. Olsen, Dr. and Mrs. A. A. Pochner, Mr. I. Schab, Mr. A. R. Taylor, Mr. and Mrs. Gilbert Weldon.
 Per P. & O. s.s. **Mantua**, on October 29th: Mr. Moran, Mr. W. Ballard, Mrs. Chilton and 2 infants, Mrs. W. Peterson, Misses Peterson (3), Mr. D. Clark, Mr. and Mrs. N. Neville, Mr. and Mrs. H. L. Rogers, Mr. K. M. Lasarus, Mr. W. I. Bower, Mr. C. H. Huston, Mrs. C. H. Arnhold, Miss Arnhold, Mr. and Mrs. R. W. Pauldey, Col. H. M. Evans, Mr. Baker, Mr. E. A. Dastur, Mr. and Mrs. Goldmuntz, Mrs. Lindsell, Mrs. J. Cromarty, Mr. and Mrs. B. Bogardus, Mr. L. Mouse, Mr. F. C. Hogg, Mrs. B. Layton, Miss E. Davies, Miss Alston, Mrs. S. Smalley and children (3), Mr. and Mrs. C. R. Shaw, Mr. and Mrs. Rogers, Mr. G. I. Watamill, Major Wainwright, Mr. J. F. Brennan, Mr. R. E. Fernhaugh, Mr. H. G. Hogarty, Mr. W. J. Gallagher, Capt. G. A. Morse, Mr. C. J. Ellis, Eng. Con. Dawson, R.N., Capt. Robertson, Mr. Kirken, Miss Iliffe, Mr. Karanay, Mr. and Mrs. Filley, Mr. J. Edo Ballard, Mr. A. D. Hesting, Mr. A. E. Morgan, Mr. J. Turner, Mr. and Mrs. A. K. Rhoden, Miss S. Wood, Dr. and Mrs. J. E. Barnes, Mr. A. Surkump, Mr. F. J. Farrington, Mr. and Mrs. E. M. Stewart, Sir Edward Iliffe, Mr. D. J. Davis, Miss M. Herival, Mrs. David, Mr. J. Kissack.

Mrs. E. S. Somakh, Mr. Williams, Mr. F. A. Price, Miss Hultkrantz, Miss M. L. Broodie, Mrs. and Miss Williams, Mr. G. Thompson, Mr. J. S. Macdonald, Mr. and Mrs. K. Oveson, Mr. W. Jones, Mr. and Mrs. Pockway, Mr. B. J. Witham, Mr. L. O. Esser, Mr. W. Ireland, Mr. A. Nielsen, Miss Phang, Miss A. Mitchell, Mr. and Mrs. Bowers, Mr. J. Decosta and Mr. P. de Menter.

SHIPPING MOVEMENTS.

The R.M.S. **Empress of Asia** left Manila on October 28th, midnight, and is due at Hongkong at noon, to-day.
 The N.Y.K. s.s. **Fanagata Maru** (Calcutta line) left Moji for Hongkong on October 28th, and is expected here on October 30th.
 The N.Y.K. s.s. **Tokushima Maru** (Hamburg line) left Singapore for Hongkong on October 28th, and is expected here on October 30th.
 The N.Y.K. s.s. **Kaga Maru** (American line) left Kobe for Hongkong via Nagasaki and Shanghai on October 28th, and is expected here on November 1st.
 The E. & A. Co.'s s.s. **St. Albans** left Moji for this port on October 28th p.m., and is due here on October 30th, at about daylight.
 The Pacific Mail s.s. **President Pierce** was expected to sail from Shanghai to-day, at 5.30 a.m., and is due here at daylight on Saturday, October 29th. She is to sail for Manila at 5 p.m. on October 28th, being due at that port on October 30th.

VESSELS EXPECTED.

Achilles (Blue Funnel), due to-day.
Agassiz (Blue Funnel), due Nov. 11th.
Albatross (Blue Funnel), due Nov. 23rd.
City of Paris (Bank Line), due Nov. 10th.
Eastern (E. & A.), due Nov. 3rd.
Eggs (B.I.), due October 27th.
Empress of Asia, due to-day, noon.
Empress of Canada, due November 6th.
Kamakura Maru (N.Y.K.), due Nov. 3rd.
Kawachi Maru (N.Y.K.), due Oct. 27th.
Merioness (Blue Funnel), due Nov. 20th.
Pra. Cleveland (P.M.), due Nov. 11th.
President Pierce (P.M.), due Oct. 27th.
Pyrrhus (Blue Funnel), due October 31st.
Tamba Maru (N.Y.K.), due October 29th.
Tanda (B.I.), due to-day.

WEATHER REPORT.

Oct. 29th at 11.45.—Pressure has decreased considerably over S.W. Japan and moderately over the Loochoos. It has increased considerably over N.E. Japan and slightly from Tokyo to the Bonins.

A depression has formed over the Eastern Sea.

The anticyclone has strengthened and moved to the east of Hokkaido.

Hongkong rainfall for the 24 hours ending at 10 a.m. 25th Oct. 0.05 inch. Total since January 1st, 68.14 inches, against an average of 80.74 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast

Hongkong to Gap Rock N.E. or variable winds, moderate to light, fair.

Formosa Channel The same as No. 1.

South coast of China between (The same as Hongkong and Lamcocks) No. 1.

South coast China between (The same as Hongkong and Haisan) No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 29th.

	Previous Day	On Date at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.84	29.91	29.90	29.80
Temperature	79	74	81	80
Humidity	63	56	51	50
Wind Direction	1	NE	E	E
Force	1	1	2	1
Weather	0	0	0	0
Rain	0.00	0.00	0.00	0.02
Highest open-air Temperature on 24th	80			
Lowest open-air Temperature on 24th	74			

HONGKONG TIDE TABLE.

From Oct. 26th to Nov. 1st, 1932.

		HIGH WATER.				LOW WATER.			
Days of Week.	Days of Month.	H'kong Standard Time.		Height.	H'kong Standard Time.		Height.		
		h.	m.		h.	m.			
Thur.	26	6	21	7	2	6	24		
		3	11	4	9	8	45		
Fri.	27	5	11	6	8	7	42		
		1	31	5	0	6	42		
Satur.	28	2	14	6	4	10	16		
		5	40	6	2	9	14		
Sun.	29	3	43	6	1	11	15		
		6	37	5	5	11	23		
Mon.	30	6	59	5	7	0	4		
		2	14	6	0	0	39		
Tues.	31	7	47	6	0	0	43		
		2	25	5	9	1	18		
Wed.	1	7	55	5	9	1	17		
		7	47	6	3	1	18		

MARTIN'S

APOLASTER

PILLS

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CANADIAN PACIFIC FARES TO ENGLAND.

Empress of Canada, Empress of Australia, Empress of Russia, Empress of Asia, Empress of Scotland, Empress of France, Empress of Britain, Empress of India.

\$620.50 GOLD	First Class
\$442.84 GOLD	Second Class
\$412.84 GOLD	Third Class

Empress of Canada & Empress of Australia
 Empress of Russia & Empress of Asia

CONNECTING WITH

Montclair, Montreal, Montclair, New, Oil Burner, Turbine 16,400 tons Steamers.

\$566.58 GOLD

\$402.84 GOLD

\$372.84 GOLD

All above Fares include First Class Railway Accommodation Sleeping Car Fares, Vancouver to Montreal: Compartment \$72; Lower Berth \$25.60.

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CHINA MAIL S.S. CO., LTD.

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FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

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First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

s.s. "CHINA" s.s. "NILE" s.s. "NANKING"

Nov. 27th. Dec. 12th. Jan. 5th, 1933.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

s.s. "GORJISTAN" s.s. "ARMANESTAN"

To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.

s.s. "ARMANESTAN" s.s. "ARMANESTAN"

To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

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CABLE ADD: "CHIMAIL"

YAMASHITA KISEN KAISHA (THE YAMASHITA S.S. CO. LTD.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hobei & Pakhoi

s.s. "TAIKWA MARU" on or about 28th Oct.

FOR KEELUNG via Swatow & Amoy

s.s. "HOZUI MARU" on or about 28th Oct.

For further particulars, please apply to—

S. MITARAI, Agent.

Branch Office: No. 27 Bonham Street, West Tel. Central No. 155.

Two Floor, King's Building Tel. Central No. 140.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

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Now before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scurvy and glandular swellings, and legs, abscesses, ulcers, eczema, gonorrhea, syphilis and gonorrhea, etc. It improves the general health and quickly removes pale or dusky skin, etc. It is the greatest remedy for all blood and skin diseases, and for all diseases arising from impure blood.

LIFE WITHOUT HEALTH IS LIVING DEATH.

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At Messrs. H. K. & Co. Ltd. 100, Queen's Road, Hong Kong.

N. Y. K.

SALES AND AGENTS TO ALBERT

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

KAGA MARU ... Friday, 10th Nov. at 11 a.m.

YOMARU ... Sunday, 3rd Dec. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

FUSIMI MARU ... Wednesday, 8th Nov. at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.

DAKAR MARU ... Tuesday, 7th Nov.

LIVERPOOL via MARSEILLES.

TAMBA MARU ... Friday, 10th Nov.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Tuesday, 14th Nov. at 11 a.m.

TANGO MARU ... Tuesday, 19th Dec. at 11 a.m.

NEW YORK via PANAMA.

MAYERASHI MARU ... Saturday, 28th Oct.

NEW YORK via Suez.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

BOMBAY via Singapore and Colombo.

TAMBA MARU ... Friday, 27th Oct.

CAIROUTTA via Singapore, Penang & Rangoon.

YAMAGATA MARU ... Monday, 30th Oct.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 17th Nov. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAWACHI MARU (omitting Shanghai) ... Saturday, 28th Oct.

TOKUSHIMA MARU (calling Nagasaki) ... Monday, 30th Oct.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone: Central Nos. 223 & 223.

K. H. KAMEI Manager.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "Dewey" ... Due Hongkong 28th Oct.

U.S.S.B. "Elkridge" ... Leaves Hongkong 30th Oct.

U.S.S.B. "Elkridge" ... Due Hongkong 10th Nov.

U.S.S.B. "Elkridge" ... Leaves Hongkong 12th Nov.

"CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS."

TO MANILA, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

U.S.S.B. "West Chopaka" ... Due Hongkong 2nd Nov.

U.S.S.B. "West Chopaka" ... Leaves Hongkong 3rd Nov.

U.S.S.B. "West Chopaka" ... Due Hongkong 22nd Nov.

U.S.S.B. "West Chopaka" ... Leaves Hongkong 23rd Nov.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

"ELLERMAN" LINE

ELLERMAN & BUCKNALL (S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"CITY OF PARIS" ... 10th Nov. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

"CITY OF CRAN" ... 1st Nov. ... Genoa, London, Antwerp, Rotterdam and Hamburg.

PASSENGER SERVICE.

"CITY OF PARIS" ... mid. Dec. ... Marseilles & London.
 "CITY OF YORK" ... beg. Feb. ... Marseilles & London.
 "CITY OF SIMLA" ... mid. March ... Marseilles & London.
 "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to:-

REISS & CO., CANTON.

THE BANK LINE, LTD.

(Tel. Central 780)

[31]

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"KENTUCKY" ... via Suez Canal ... 8th November.
 "TEUGER" ... via Suez Canal ... 15th November.
 "CITY OF CANTON" ... via Suez Canal ... 25th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to:-

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

REISS & CO.,

CANTON.

[75]

M.

SERVICES CONTRACTUELS
des
MESSAGERIES MARITIMES

M.

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkkg. and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
AZAY LE RIDEAU	...	...	31st Oct.
PORTHOS	...	...	14th Nov.
ARMANDBEHIC	22nd Sept.	27th Oct.	28th Nov.
PAUL LECAT	...	...	...
ANDRE LEBON	20th Oct.	24th Nov.	26th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

A Class 1st Class, £138. 14s. Od. B Class 1st Class, £120. 6s. Od.
 STEAMERS 2nd " £101. 12s. Od. STEAMERS 2nd " £86. 10s. Od.

RAILWAYS TICKETS ISSUED FOR LEADING TOWNS OF EUROPE.

LIGNE COMMERCIALES (CARGO BOATS).

"LT. DE MISSIESSY", sailing end October, for HAVRE, DUNKIRK & ANTWERP.
Sailings and dates subject to alteration without notice.

For further Particulars apply to:-

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Lights and Fans in staterooms.
Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG ... Capt. W. S. Turnbull ... Friday, 27th Oct., at 12 Noon.
 HAIPHONG ... Capt. W. C. Passmore ... Tuesday, 31st Oct. at 1 p.m.
 HAIPHONG ... Capt. J. S. Thomson ... Friday, 3rd Nov., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to:-

DOUGLAS LARBAIK & CO.,

General Managers

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR:-

THE MITSUBISHI MARINE & FIRE INSURANCE CO
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG

P. & O., British India

Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"DONGOLA"	8,054	8th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	do.
"SOUDAN"	6,700	22nd Nov.	S'pore, Penang, Colombo, Bombay
"KARMA"	9,000	8th Dec.	Bombay, Madras, London & Antwerp.
"KASHGAR"	9,000	27th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,200	10th Jan., 1923	do.
"SARDINIA"	4,580	24th Jan.	do.
"NELLORE"	6,853	7th Feb.	do.
"DELTA"	8,097	21st Feb.	do.
"KALYAN"	9,082	7th Mar.	do.
"KASHMIR"	8,841	21st Mar.	do.
"KHYBER"	8,014	4th Apr.	do.

BRITISH INDIA-APCAR SAILINGS

"TANDA"	7,000	29th Oct. 10 a.m.	Calcutta via Singapore & Penang
"EGRA"	5,108	2nd Nov.	Singapore only.
"GREGORY APCAR"	4,649	14th Nov.	Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	45,000	1st Nov., noon	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following:-
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"EGRA"	5,108	27th Oct.	Amoy only.
"KARMA"	9,000	4th Nov.	Shanghai & Japan.
"EASTERN"	4,000	4th Nov.	Japan.
"SOUDAN"	8,701	8th Nov.	Shanghai.

All dates are provisional and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Bangkok must carry their own Hotel expenses at Singapore while await in the carrying steamer.
 First-class passengers may travel by B.I.S.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the cost of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.
 Parcels weighing not more than 34 lb. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
 For further Information, Passage Fares, Freight Rates, etc., apply to:-

MACKINNON, MACKENZIE & CO.

32, Des Voeux Road Central, HONGKONG.

Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES.

Monthly direct service via Singapore and Port Said.

"AMAZON MARU"	Tuesday, 14th Nov.	Buenos Aires-Rio de Janeiro, Santos, Durren & Cape Town via SAIGON & SINGAPORE. PASSENGER SERVICE.
"PANAMA MARU"	Tuesday, 21st Oct.	BOMBAY & COLOMBO-REGULAR FORTNIGHTLY SERVICE via SINGAPORE.
"SUMATRA MARU"	Saturday, 4th Nov.	SAIGON, BANGKOK & SINGAPORE-Regular monthly Passenger Service.
"BUSHO MARU"	Friday, 3rd Nov.	CALCUTTA via SINGAPORE & BANGKOK.
"NANKING MARU"	Tuesday, 7th Nov.	VICTORIA, VANCOUVER, SEATTLE & TACOMA via Dairen-Taking cargo to OVERLAND POINTS U.S.A. & CANADA-Passenger Service.
"MANILA MARU"	Sunday, 29th Oct.	NEW YORK via PANAMA-Regular monthly service via Japan Ports, San Francisco.
"AMUR MARU"	Saturday, 12th Nov.	NEW ORLEANS LINE via SUEZ.
"CELEBES MARU"	...	JAPAN PORTS-Kobe & Yokohama.
"ATLAS MARU"	Thursday, 16th Nov.	KEELUNG via SWATOW & AMOY-These steamers have excellent accommodation for 1st and 2nd class saloon passengers.
"KAJO MARU"	Sunday, 1, 29th Oct.	TAKAO via SWATOW & AMOY.
"SOBU MARU"	Thursday, 2nd Nov.	"BAGUA MARU" (Takao direct).

Tel. Central No. 4090.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "GAELIC PRINCE" ... End of November.

For Freight and full particulars apply to:-

FURNESS (FAR EAST) LIMITED,

Telephone: Central 3185.

Telegrams (Furness).

(Incorporated in Great Britain)

84, George's Building.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SAIGON	"KANSU"	On 26th Oct. Noon.
AMOI & SHANGHAI	"SOOCHOW"	On 26th Oct. 7 a.m.
HOIHOW, PARHOI & HAIPHONG	"KAIFONG"	On 27th Oct. 7 a.m.
SHANGHAI & TIENTSIN	"SINKIANG"	On 28th Oct. 9 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUBICHO"	On 28th Oct. 4 p.m.
MANILA, CEBU & ILOILO	"TEAN"	On 29th Oct. 9 a.m.
SHANGHAI	"CHIKIANG"	On 30th Oct. 4 p.m.
CHEFOO & NEWCHOW	"KARBO"	On 30th Oct. 10 a.m.
SWATOW, HOIHOW & SINGAPORE	"CHINHUA"	On 31st Oct. D.L.
SAIGON	"SHANSHI"	On 31st Oct. D.L.
SWATOW & BANGKOK	"WUHU"	On 31st Oct. D.L.
	"KIANGSU"	On 31st Oct. 10 a.m.

SHANGHAI LINE-PASSENGER, MAILS and CARGO
 Regular service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yamping and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE-Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to:-

BUTTERFIELD & SWIRE

Telephone Central 25.

(JOHN SWIRE & SONS, LTD.)

Agents.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila, Port Banga, Sandakan & Aus. Ports.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to:- BUTTERFIELD & SWIRE

Telephone Central No. 25. (JOHN SWIRE & SONS, LTD.) Agents.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

"KENDAL CASTLE" ... sailing on or about 15th November.

"WRAG CASTLE" ... sailing on or about 15th December.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUM having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

"VENEZIA" ... sailing on or about 6th November.

FOR BRINDISI, VENICE & TRIESTE

"TRIESTE" ... sailing on or about 26th October.

"VENEZIA" ... sailing on or about 25th November.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

"OMLAZI" ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LIMITED,

Agents.

[74]

PACIFIC MAIL S.S. CO.,

MANAGING AGENTS,

U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports US\$ 820.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU.

S.S. "PRESIDENT PIERCE" ... Nov. 8th ... Nov. 20th.

S.S. "PRESIDENT CLEVELAND" ... Nov. 22nd ... Dec. 14th.

Sailings and Fares Subject to change without Notice.

HONGKONG-MANILA SERVICE

S.S. "PRESIDENT PIERCE" ... Oct. 28th ... Oct. 30th.

S.S. "PRESIDENT CLEVELAND" ... Nov. 8th ... Nov. 10th.

HONGKONG-CALCUTTA SERVICE

S.S. "LAKE FIELDING" ... Nov. 4th.

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. "HANOVER" ... Nov. 8th.

S.S. "PATRICK HENRY" ... Dec. 7th.

For full information regarding rates, space, etc., apply to:-

PACIFIC MAIL S.S. CO.

Telephone: Central 141. Cable Address "HOLANO". Duke Building, Hongkong.

Agents at Canton: REISS & CO.

"INWARD MAILS.

OUTWARD "MAILS.

*Correspondence bearing vessel's name only

Dr. J. S. WELCH, for the Honorable Dr.
J. Central, Victoria [Hongkong, London]